

Peckham and Nunhead Community Council

“Celebrating diversity and culture”

Wednesday 16 September 2015
7.00 pm

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

Membership

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

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 8 September 2015



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Order of Business

**Item
No.**

Title

1. INTRODUCTION AND WELCOME
2. APOLOGIES

Item No.	Title	Time
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	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.	
5.	MINUTES FROM THE PREVIOUS MEETING (Pages 1 - 9)	
	To approve the minutes of the meeting held on 6 July 2015	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10 pm
	The chair to advise on any deputations or petitions.	
7.	YOUTH COMMUNITY SLOT	7.20 pm
	The Leaders of Tomorrow group – presentation on diversity in Peckham.	
8.	COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS	7.30 pm
	To receive presentations or announcements from representatives	
	<ul style="list-style-type: none"> - Flooding in the area: Officers would like to hear people's views or experiences on this to build on planning /developing the flood alleviation scheme. - Peckham Platform announcement – work they have done so far and the work they have done with young people. - Peckham Weeklies – short presentation from Ulrike Steven. - Peckham Heritage Townscape Initiative – announcement about the launch on the 1 October 2015. There will be an interactive session (5 minutes) Julie Mallet. - Arts and craft display – available to view at the break. - Cleaner Greener Safer 2016 – 2017 programme – announcement about the launch and an officer presentation. - Police updates. 	

Item No.	Title	Time
9.	CELEBRATING DIVERSITY AND CULTURE	7.55 pm
	<p>Gallery point – Meeting House Lane</p> <p>Wells Way Pop up (14 – 19 years old)</p> <p>Faith Groups – introduction and presentation followed by “Question time panel” from the faith groups.</p> <p>Representatives from the faith groups prevalent in the Nunhead and Peckham area will be attending to share their cultural and religious beliefs and to take part in a question time panel.</p>	
10.	BREAK	8.05 pm
	An opportunity for residents to talk to Councillors and Officers.	
11.	COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) (Pages 10 - 15)	8.20 pm
	<p>Note: This is an executive function.</p> <p>Members to consider the revised project list.</p>	
12.	SECURE CYCLE PARKING (BIKE HANGAR) (Pages 16 - 42)	8.30 pm
	Members to comment on the recommendations.	
13.	PUBLIC QUESTION TIME (Page 43)	8.40 pm
	<ul style="list-style-type: none"> • You said, we did! • Public questions <p>A public question form is included in the agenda pack.</p> <p>This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Public questions submitted will be announced by the chair. Any questions submitted in advance will receive responses at the meeting or a future meeting.</p>	
14.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.00 pm

Item No.	Title	Time
	<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 November 2015.</p> <p>Response to previous community council question is set out in the minutes.</p>	
15.	LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 44 - 56)	9.10 pm
	<p>Note: This is an executive function</p> <p>Members to consider the local parking schemes contained within the report.</p>	
16.	CLEANER GREENER SAFER - CHANGE CONTROL REPORT –TO FOLLOW	9.20 pm
	<p>Note: This is an executive function.</p> <p>Members to consider the officer's recommendations contained within the report.</p>	

Date: Tuesday 8 September 2015



Peckham and Nunhead Community Council

MINUTES of the OPEN section of the Peckham and Nunhead Community Council held on Monday 6 July 2015 at 7.00 pm at Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

PRESENT:

- Councillor Johnson Situ (Chair)
- Councillor Jasmine Ali
- Councillor Sunil Chopra
- Councillor Renata Hamvas
- Councillor Barrie Hargrove
- Councillor Richard Livingstone
- Councillor Jamille Mohammed
- Councillor Sandra Rhule
- Councillor Michael Situ

OFFICER SUPPORT:

- Ebony, Riddell Bamber, Community Participation Manager
- Gill Kelly, Community Council Development Officer
- Grace Semakula, Community Development Officer
- Beverley Olamijulo, Constitutional Officer

1. INTRODUCTION AND WELCOME

The chair introduced himself, and welcomed councillors, members of the public and officers to the meeting. He thanked Harris Academy for hosting the meeting.

Councillors and officers then introduced themselves. Soon after the Kinetika Bloco group gave a short performance.

The chair announced that members of the public could film, audio record, photograph, or tweet the meeting as long as it did not disturb the proceedings.

2. APOLOGIES

Apologies for absence were received from Councillors, Cleo Soanes (vice chair), Evelyn Akoto, Fiona Colley, Nick Dolezal, Gavin Edwards and Victoria Mills.

Councillor Richard Livingstone gave his apologies for lateness.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

None were disclosed.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair gave notice and agreed to consider the following late and urgent item in supplemental agenda no. 1:

- Item 6: Deputation request – shops along Rye Lane, SE15.

5. MINUTES FROM THE PREVIOUS MEETING

RESOLVED:

That the minutes of the meeting held on the 23 March 2015 be agreed as an accurate record of the meeting and signed by the chair.

6. DEPUTATIONS/PETITIONS

Deputation on Peckham Pulse

A summary of the deputation:

Chris Haydon (Comm *unity* TV Trust) addressed the community council meeting.

He expressed concerns about the contract and operation of Peckham Pulse with its current operator Fusion Lifestyle. He spoke about the council's competitive tendering exercise and referred to the appointment of a leisure management operator.

The current operator of Peckham Pulse, Fusion Lifestyle, who are responsible for the management of other Southwark leisure facilities were not maintained to a reasonable standard and he urged members to take note of this. He said the council should ensure that standards were maintained.

The spokesperson reported that there had been a number of (very poor) incidences at Peckham Pulse. In light of this, local people drew up a petition which contained 900 signatures expressing their disappointment with the management and standards at the centre. A user group was set up as a result of these concerns. That user group was eventually disbanded. The spokesperson also spoke about a number of issues relating to the centre.

In response Councillor Barrie Hargrove said he was aware and understood the long

standing grievance, and concerns expressed at the meeting. He had received a number of complaints about the standards and reported that further investment would go into all of the borough's leisure centres and a new provision for Peckham Pulse would be introduced in 2016.

Deputation from Highshore residents

Michelle Mare addressed the meeting on behalf of residents of Highshore Road.

A summary of the deputation:

The residents of Highshore Road and the surrounding area would like to preserve the special character of Rye Lane conservation area and neighbouring conservation areas. The deputation said they support the need for development (economic and social) but suggested that it had to be actively managed in Peckham, and for it not to be put at risk - a successful local micro-economy that keeps money in the area and clearly meets the need of specific clientele.

The deputation were concerned that recent amendments to permitted development laws restricted the council's ability to manage change of use from shops and other use classes, to financial and professional services such as estate agents which would threaten the local economy. Estate agents tend to cluster together on high streets, and when one moves into a new area, there was a strong driver for all the other competitors to do likewise.

The spokesperson outlined that the council should have a real foresight and care as they think about the development of the central area of Peckham particularly Rye Lane. The deputation would like the council to support the invocation of an Article 4 Direction, that would withdraw permitted development rights from estate agents and brand name chains so that they could submit planning applications for change of use, to help ensure the long term protection of the local economy.

7. YOUTH COMMUNITY SLOT

No representations were made.

8. COMMUNITY ANNOUNCEMENTS AND PRESENTATIONS

A minute's silence

The community council held a minute's silence for John Stocker who was born and bred in Peckham. He was one of the fatal victims of the terrorist attacks in Tunisia.

Information stalls

The chair announced that there were a number of stalls at the meeting. The stalls were from the following groups:

Peckham Coal Line project

SGTO (Southwark Group of Tenant Organisations)

Peckham Weeklies

NHS Southwark CCG (Clinical Commissioning Group) and Peckham Planning Network.

Announcement about the community infrastructure project list (CIPL)

The community infrastructure project list received annual updates from the community council meetings. The council welcomes ideas for new projects that would be accepted throughout the year. Suggestions received in September 2015 would be added to the existing projects and the list presented at a future meeting.

Additions should benefit one or more of the following publically accessible amenities:

- Community facilities
- Education
- Public realm
- Local transport improvements
- Open space and sport.

The community council could email their suggested projects to the council at jack.ricketts@southwark.gov.uk.

GP Services in Southwark – NHS Southwark Clinical Commissioning Group

Rosemary Watts from Southwark NHS was present to talk about access to local services and for primary care and to look at ways in which these services would soon be easily accessible due to change to the primary care services in general.

There has been a programme of engagement that had taken place in the community over the last few years and one of the proposals for extended primary care was to have GP appointments up to 8.00pm in the evening particularly for urgent and immediate problems. Both services would have access to a patient's notes and the first point of call would be the GP surgery. If that was not possible people could contact the extended access clinics which allow a patient to be put through an appointment system.

Rosemary said it was important for people to be registered so they could access these services. These services were available to everyone. She agreed to be available during the break to respond to people's queries.

Success and achievements in Peckham and Nunhead

The chair announced the names of people and organisations that were given a civic award at Southwark Cathedral in May 2015 in recognition of their hard work, success and achievement within the community. Each person was applauded and handed a certificate of achievement from the chair. For further information contact The Mayor's Office on 020 7525 7303 or mayors.office@southwark.gov.uk

A special thanks of appreciation was handed to Bradley who cycled from the borough to Brighton.

11,000 new council homes - consultation on design

Ebony, Riddell Bamber, community participation manager was present to talk about the borough's commitment to building 11,000 new council homes by 2043 with the first 1,500

homes being delivered by 2018.

The council wanted the views of the local community about these new homes in order to make neighbourhoods great places to live.

People were urged to take part in the consultation and have a say on how these high quality homes should be developed with the community facilities and amenities that would be important for everyone.

More information is available on the council's website
http://www.southwark.gov.uk/info/200538/new_homes_delivery

Southwark Group of Tenant Organisations (SGTO)

Eddie Wilcox, Co-organiser from Southwark Group of Tenants Organisations (SGTO) spoke about the football tournament at Homestall Road, SE22 which was aimed at young people aged from 11 to 13 years and 14 to 16 years boys and girls.

Each part of the borough was asked to take part in the tournament and the group wanted to welcome more teams from local housing estates to take part in the tournament.

This important programme would also help promote healthy living. SGTO want to encourage parents to be involved as well so that young people could represent their area and have a sense of pride. This community led initiative was to help young people broaden their participation and create community cohesion.

For more information visit www.sgto.org.uk or contact Ahmed Kaaba, community development officer SGTO on 0207 639 6718

Peckham Coal Line Project

Nick from Peckham Coal Line spoke about the project which was a proposal for an elevated urban park using the old coal sidings to link Queens Road Peckham with Rye Lane. He encouraged people to get involved to promote and support the project.

For more information visit website www.peckhamcoalline.strikingly.com

Police updates

Inspector David Lloyd gave an update on policing matters and highlighted the teams were tackling burglary in the area especially with windows being left open during the warm weather. He said there had been a rise in the theft of satellite navigation devices.

He also mentioned the launch of a safer Southwark business partnership meeting on 22 July 2015 from 10.00 am until 12.30 pm.

For information visit www.southwark.gov.uk for the safer Southwark partnership web page

Peckham War Horse Project – photo re-enactment

The community council were shown a short film about the Peckham War Horse Project, which was a World War I (WWI) re-enactment that was photographed in May at Lyndhurst Way, SE15. The project has been supported by the Heritage Lottery Fund and the

community council's neighbourhood funds. It has been very successful and had been shown at local schools in the area.

9. SETTING THEMES AND PRIORITIES FOR THE YEAR 2015 - 16

The outcomes from the workshops which took place during the meeting:

The Lane ward workshop

1. Celebrating diversity with regeneration and transportation.
2. Cleaning up Rye Lane (priority topics 1 and 2).
3. Enterprise and creativity: We need to make sure that we have a diversity of businesses. We want the community to know that everyone can do a pop-up.
4. Child Safety along with mental health – we must look after the most vulnerable. Any expansion of school provision in the area would be positive.

Nunhead ward workshop

1. Queens Road station safe and secure bike storage – bays, hangers, rails, underground swipe card parking to make more cycle friendly.
2. Do we really want another betting shop – how to control domination of business lets.
3. Improve digital awareness, training and provision. Southwark website could be better.
4. Housing – Where to put it, parking and other related issues.
5. Transport – speed restriction zones, air quality, safety.
6. More festivals and cultural events in Nunhead.
7. Nunhead cemetery, money, arts and culture.
8. The budget
9. Green issues – pollution, bins and recycling.
10. Signage around Nunhead village.

Peckham ward

1. Regeneration – lack of public transport and infrastructure.
2. More consultation on developments in Peckham, want local consensus about scale of possible developments and a full presentation about the council's 11,000 new homes commitment.

3. Domestic abuse and child safety – alternative approaches in the face of severe budget cuts. This should include care of elderly and vulnerable with regular reports from social care.

Peckham Rye ward

1. Invite cross generational representation from different faith groups, example, the Hindu temple in Peckham Rye.
2. What is planned for the space opposite Nigel Road, Copeland industrial estate (hand car wash) rubbish on Rye Lane, Transport improvements.
3. Arts and crafts fair ahead of main community council meeting – maybe the Saturday meeting in February. An opportunity for local crafts to be promoted and online forum for community council events.
4. Digital inclusion - Wi-Fi in Nunhead Library, East Dulwich Library.
5. Education in schools on domestic abuse/child safety.
6. Transport – cycling, buses, trains, cycle hire scheme.

Livesey ward

1. One meeting should focus on mental health and wellbeing.
2. Provision of facilities in Livesey ward.
3. Discuss opening up connection between Old Kent Rd and the housing estates to the South (ASDA side).
4. Improvement of green spaces on housing estates to create better play spaces, community food growing areas and spaces for socialising.
5. Introduction of cycle parking, and on-road cycle racks/hangers around the estates.
6. Plant more trees
7. Old Kent Road “opportunity area” will change Livesey ward dramatically. The residents from Livesey need to be more involved in these discussions. This should be a focus in one community council meeting.

10. BREAK

11. PUBLIC QUESTION TIME

Public question from the previous community council regarding the cost of noticeboards

(February 2015)

Response

The award for the replacement notice board for Peckham Square is based on the cost of the original installation costs and includes project management fees which are applied to all CGS awards.

All notice boards installed by the CGS programme are a standard design so they can be accessed with a standard key. The price for single, free-standing notice boards is just under £1,000. This includes the supply of the board, a set of keys and the installation costs. The notice boards on Peckham Square are double-fronted and therefore non-standard. When evaluating the applications in January 2015, we did not have the time to contact the suppliers to find out whether it is possible to replace one of the boards, so the recommendation for the award was based on the supply of a new double-fronted board. If it is possible to replace one board, there will be an underspend on the original award. As with all CGS awards, all underspends are returned to ward councillors for reallocation if they are not required to implement the project.

Public questions from Rye Village Residents Association – circulated and attached.

12. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Community council question in March 2015:

At the March 2015 meeting the following was put forward as a community council question to the council assembly meeting in July 2015:

“Can the cabinet member for regeneration give the Peckham and Nunhead community council an update on the current progress of the Peckham square co-design?”

Response

The Peckham co-design process has been taking forward proposals for two squares – Station Square (in front of Peckham Rye Station) and Library Square. On Station Square, a planning application is scheduled to be submitted in September 2015 to create the new square and refurbish a building on Blenheim Grove. Detailed negotiations are taking place with the property interests and local traders. Subject to planning and acquisition of property interests, it is anticipated that a start on site will be made in summer 2016.

On Library Square, the council has consulted on options for improving 91-93 Peckham High Street and the Square. The next co-design meeting on 23 July 2015 will update on this work and set out a programme for taking the proposals forward.

Community council question in July 2015:

At the July 2015 meeting members agreed to submit the following community council question to the council assembly meeting in November 2015:

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

A response to the question would be provided at the community council meeting.

13. LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Members considered the recommendations in the report.

RESOLVED:

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

- Staffordshire Street – install double yellow lines along its entire length to prevent obstructive parking.
- Lugard Road – install double yellow lines adjacent to a bin room to enable access for waste collections.

Meeting ended at 9.00 pm

CHAIR:

DATED:

Item No. 11	Classification: Open	Date: 16 September 2015	Meeting Name: Peckham and Nunhead Community Council
Report title:		Refresh and update of the Community Infrastructure Project List (CIPL) to guide S106 and CIL expenditure in each Community Council	
Ward(s) or groups affected:		Peckham and Nunhead Community Council	
From:		Chief Executive	

RECOMMENDATION

1. That the community council notes the funded schemes and agrees to update the Community Infrastructure Project List (CIPL) for this community council, which replaces the previous CIPL agreed in 2014 and came to the previous Peckham and Nunhead Community Council meeting.

BACKGROUND INFORMATION

2. In 2013 we consulted and adopted the community infrastructure project list (CIPL) which replaced the 2009/10 project banks. The CIPL details possible S106 and local CIL projects for publically accessible improvements for each community council and was adopted by the community councils in the summer of 2013.
3. At the time we committed to annual updates and refreshes of the list through the community council. Ideas for new projects are accepted throughout the year this report presents the new schemes for consideration.
4. As part of revising Southwark's S106 supplementary planning document (SPD) and the introduction of Southwark's CIL the council has committed to spend 25% of Southwark CIL locally.
5. In 2010 Regulations relating to securing S106 obligations were tightened to focus more heavily on direct impacts of a particular development and the mitigation that is required by those impacts. Following the introduction of Southwark's CIL, in early 2015, S106 contributions will only be used for defined site specific mitigation, as CIL will secure contributions towards strategic infrastructure.
6. Of the current 23 projects, 5 projects have been fully funded, see Appendix 2. 2 new projects are proposed to be added to the list, including the Coal Line and new trees on the Tappesfield Estate.

KEY ISSUES FOR CONSIDERATION

7. Southwark CIL was adopted in March 2015 and introduced in April 2015, and future S106s will focus on immediate mitigation for a development and remove this as a source of project bank funding. The new community infrastructure

project list (CIPL) will therefore focus on Southwark's CIL and existing S106 agreements which are already in the system and which have provisions covering the following publically accessible amenities:

- Community facilities,
 - Education,
 - Public realm,
 - Local transport improvements,
 - Open space and,
 - Sport.
8. Under the S106, save for a few exceptions, contributions are not secured for improvements to residential buildings, or spaces to which potential residents of the funding development cannot access.
 9. Monies secured under Southwark's CIL will have a wider application, breaking the link between funding development and mitigation. Southwark CIL funded projects must be for infrastructure that supports growth
 10. The council has committed to spend 25% of local Southwark CIL in the local planning area, whether that is neighbourhood plan, area action plan, supplementary planning document area of opportunity area. For the few gaps that are not covered by the designations it will be spent within the community council area. See Appendix 1
 11. It is currently proposed to keep the CIPL separate from cleaner greener safer (CGS), however individual projects may crossover.

Policy implications

12. The essential features to recognise here are:
 - National Planning Policy Framework
 - Localism 2011 Act
 - Community Infrastructure Regulations 2010, 2011 and 2014 Amendments,
 - Southwark's draft CIL Charging Schedule was adopted on 1st April 2015.
13. It is proposed to update the CIPL yearly to ensure that it continues to reflect local people's preferences and priorities for local infrastructure.

Community impact statement

14. The proposed project is based around the desire to improve infrastructure for all and improve the communication between the council and the local community when it comes to planning infrastructure. Existing governance will ensure individual allocations are free from bias and opportunity is available to all.

Resource implications

15. The emergence of the project banks as a CIPL, associated with historical S106 agreement contributions and Southwark's CIL enables the administration of this

to benefit from both S106 agreement administration charges and the 5% of CIL the Council can retain for administration purposes.

16. An electronic process of submitting new ideas and updates on our website keeps costs low and yearly consultations and updates are focused in one month.
17. The existing governance for S106 expenditure, as detailed in the S106 Protocol, will be retained, as there are no proposed changes to this and the proposals will have no increase on resources.

Consultation

18. Throughout the year, most recently the July Planning Committee update report, July community council announcements, S106 2012-2014 Annual report.
19. This report now proposes the new projects that have come in during the last year.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

20. It is noted that pursuant to the council's constitution community councils, planning committee and local communities have been consulted concerning revisions to community infrastructure project lists (CIPL) which form the subject of this report. The main issues are outlined in the body of the report.
21. Members of the relevant community council's are requested to approve the CIPL which originate in their particular areas. In accordance with function 2 and 22 of Part 3H of the constitution, community councils have the power to approve projects for inclusion within the community project bank or CIPL being a successor to the community project bank system.
22. In making their decision members should note the contents of this report and in particular the restricted application of Section 106 planning obligations. An authority's ability to pool more than five separate planning obligations / contributions entered into on or after 6 April 2010 towards a common piece of infrastructure will be phased out effective from April 2015 (Reg 123). In addition, projects identified as infrastructure projects on a Regulation 123 list will not generally be funded by Section 106 unless such a project amounts to site specific mitigation necessitated by that particular development. Effectively, from the date of adoption of CIL, future Section 106 agreements will not be used to fund infrastructure projects but will continue to fund affordable housing and site specific mitigation. Existing S106 contributions will be rollover to cover expenditure of CIPL project but subject to the constraints placed by regulations and government guidance.
23. Members are advised that subject to the above considerations they may approve the CIPLs applicable to their areas as potential projects which may be funded in the manner set out in this report.

Strategic Director of Finance and Corporate Services

24. The strategic director of finance and corporate services notes the resources implications of the projects in this report. Allocations and use of the banked S106 funds will be monitored as part of the Council's annual Capital Programme.
25. Officer time to effect the recommendations will be contained within existing revenue budget.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

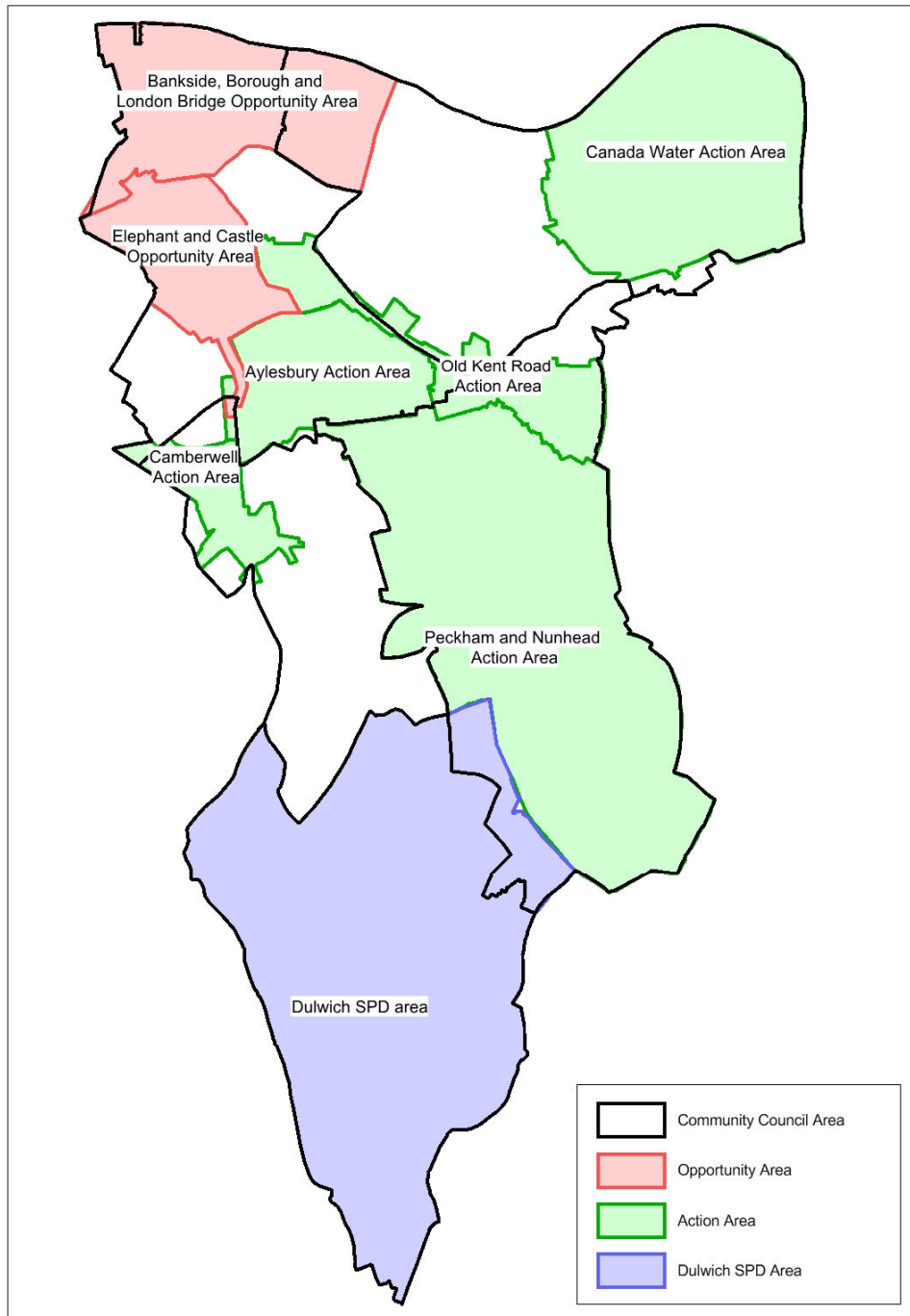
No.	Title
Appendix 1	CIL Local Funding Areas
Appendix 2	Community Infrastructure Project List (CIPL) proposed September 2015

AUDIT TRAIL

Lead Officer	Alistair Huggett, Planning Projects Manager		
Report Author	Jack Ricketts, Section 106 & CIL Officer		
Version	Final		
Dated	28 July 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments included
Director of Legal Services		Yes	Yes
Strategic Director of Finance and Corporate Services		Yes	Yes
Cabinet Member		No	No
Date final report sent to Constitutional Team			28 July 2015

APPENDIX 1

CIL Local Funding Areas



Community Council	Peckham & Nunhead			Sep-15
Project suggestions for approval	S106	CIL	Local SCIL area	update
Expansion of Cabrini's Bird in the Bush children centre facilities	Yes - community space	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Transport improvements to the Pelican estate	Yes - transport	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Open space improvements around the Pelican estate	Yes - open space	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Lighting improvements around the public areas of the Pelican estate	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Starlight Music Academy	Yes - community space	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Peckham Townscape Heritage Initiative	Yes- public realm, transport	Yes	Peckham & Nun. Action Area (3)	Part-funded-keep on list
New community hall on site of old housing office	Yes - community space	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Improvements to the shop fronts of Peckham High Street	No	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Improvements to the green space and lighting around St James the Great pathway	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Lighting improvements to the rear of the Weatherspoon pub of Peckham Square	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Improve grass area and lighting behind Peckham Library	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Access improvement works to Nunhead Station, including step free access from a new entrance on Evelina Rd	Yes - transport	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Clean up of brick work of the railway viaduct over Evelina Road	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Improvement works (lighting and clean brick work) to railway bridge over Gibbon Road	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Zebra crossing on Lausanne Road near junction with Belfort Rd to serve route from Nunhead to Edmund Waller Primary School	Yes- public realm / transport	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Bakerloo line extension (Peckham/OKR)	Yes - transport	Yes	Peckham & Nun. Action Area (3)	Unfunded - keep on list
Project to be added to the list				
The Coal Line	Yes- Transport	Yes	Peckham & Nun. Action Area (3)	The Coal Line
New trees on Tappesfield Est (CGS)	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	Local Resident
Projects tuned to be removed from the list				
Resurfacing St James the Great path by the school	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	CGS funded
Lighting improvements along surrey Canal footpath	Yes- public realm	Yes	Peckham & Nun. Action Area (3)	CGS funded
Public art and lighting projects on Evelina Rd and Nunhead Green	Yes- public realm	Yes		S106 funded
Previous projects completed in 2013-2014				
Environmental improvements to Nunhead Green	Yes public realm, open space	Yes		S106 funded 2013-2014
Improvements to the footpath surface of the Brockley Footpath from Linden Grove to Limesford Rd	Yes- public realm / transport	Yes		S106 funded 2013-2014
Shopfront improvements in Nunhead	No	Yes		Non S106 funding
Improvements to Cossall Park including the restoration	Yes- Open space	Yes		S106 funded 2013-2014

Item No. 12	Classification: Open	Date: 16 September 2015	Meeting Name: Peckham and Nunhead Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Peckham Rye and Nunhead	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Peckham and Nunhead Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
 - 1.1 Due to a majority of respondents supporting the introduction of a cycle hangar: 89% in Dayton Grove and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceeds to implementation subject to necessary statutory procedures.
 - 1.2 Due to split opinion on the introduction of a cycle hangar: 40% support Surrey Road and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceeds to implementation at a revised location on the same road, subject to the necessary statutory procedures.
 - 1.3 Due to a majority of respondents opposing the introduction of a cycle hangar: 69% opposed in Harlescott Road
73% opposed in Limesford Road and
75% opposed in Hollydale Road.
 - 1.4 It is recommended that in these roads the schemes do not proceed to implementation.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.
8. 89 % of respondents to the public consultation in Dayton Grove were in favour of the scheme (a total of 9 responses).
9. 40 % of respondents to the public consultation in Surrey Road were in favour of the scheme (out of a total of 5 responses). There are concerns over the need and location where parking is at a premium. An alternative location is proposed close to Rye Road which is not directly outside a frontage. It is proposed that Surrey Road and Rye Road are re-consulted on this.
10. 69 % of respondents to the public consultation in Harlescott Road were opposed to the scheme (out of a total of 16 responses). There are concerns over the need and location where parking is at a premium.
11. 73 % of respondents to the public consultation in Limesford Road were opposed to the scheme (out of a total of 15 responses). There are concerns over the need and location where parking is at a premium. The properties consulted and location details of the proposed bike hangar were inconsistent.
12. 75% of respondents to the public consultation in Hollydale Road were opposed to the scheme (out of a total of 8 responses). There are concerns over the need and location where parking is at a premium.
13. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
14. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for environment and the public realm

15. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed bike hangars on Dayton Grove and Surrey Road subject to completion of statutory procedures.

Policy implications

16. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.1 Pursue overall traffic reduction
 - Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle
 - Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient

- Policy 2.3 Promote and encourage sustainable travel choices in the borough
- Policy 4.1 Promote active lifestyles
- Policy 5.8 Improve perceptions of safety in the public realm
- Policy 6.3 Support independent travel for the whole community

Community impact statement

17. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

18. This report is for the purposes of consultation only and there are no resource implications associated with it.
19. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

20. Ward members were consulted prior to commencement of the consultation.
21. Informal public consultation was carried out in March / April 2015, as detailed above.
22. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.
23. If approved for implementation this will be subject to statutory consultation required in the making of any permanent traffic management orders.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

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

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager		
Report Author	Chris Durban, Cycle Programme Manager		
Version	Final		
Dated	21 August 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments included
Director of Legal Services		No	No
Strategic Director of Finance and Corporate Services		No	No
Cabinet Member		No	No
Date final report sent to Constitutional Team			2 September 2015

APPENDIX A

Secure Cycle Parking (Bike Hangar) Consultation Summary

DAYTON GROVE - CYCLE HANGARS							
REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1			They would keep bikes safe from thieves on Dayton Grove. Provide facilities for a healthier lifestyle.	XX Dayton Grove
2	1		1				
3	1		1			Opposite X beneath the street light would be a good position for the first hangar. A second hangar X, a third X, what is the cost to use the hangar? I would like storage in the hangar for one bike please.	XX Dayton Grove
4	1		1			Location better in middle of street. Closer to X. Our local residents association had a meeting on this topic and middle was seen as a good idea. We all look forward to having a cycle hangar - not every resident got this notice. Please put all houses/flats on Dayton Grove.	XX Dayton Grove
5	1		1			We strongly support the proposals and hope to rent spaces in the hangars. We live in a flat and use our bikes to commute so it would be great to have somewhere secure to park. We also like the design of the hangars.	XX Dayton Grove
6	1		1			Encouraging the use of bicycles supports a greener London and the support of the council to install hangars shows they acknowledge that cycling and cyclists matter as much as car road users. It would give our street peace of mind and demonstrate our commitment to alternative modes of transport. I am a cyclist and use my bike for all of my local	XX Dayton Grove

						shopping and to get my various workplaces. Houses are small to hold bikes without causing internal damage. Please invest in us.	
7	1				1	I understand that you have sent my fellow residents some information on proposed cycle hangars on Dayton grove, SE15. I am the new owner of no 28 but haven't received anything. I wonder if you would be able to email me the information, so that I can give my feed back?	XX Dayton Grove
8	1		1			Myself and my partner commute on a daily basis by bike, and having no front garden means we have to carry our bikes through our entire house everyday. Having the bike lockers would greatly improve our situation and would be a very welcome addition to the street. Would like to reserve 2 spaces	XX Dayton Grove
9	1		1			I'm in a first floor flat with an extremely narrow staircase that makes using my bike a nuisance. A bike hanger would help me use my bike more often	XX Dayton Grove
		8	0	8	0	1	

SURREY ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		Parking on Surrey Road is currently a nightmare and often we have to park our car two or three spaces away. All houses and flats have both a front and back garden with the ability to secure them privately - I also cycle and would never use the facility. The cost of installing and maintaining these hangars I feel could be used in much better areas. The condition of the pavement and road in our area could do with the money instead.	XX Surrey Road
2	1		1			As commuter cyclists we believe this is a great idea and fully support it.	XX Surrey Road
3	1			1		We are not opposed to a cycle hangar in principle. However, there is a significant shortage of parking on Surrey Road and with two small children, we require space to park near our house and we think the current proposed location of the hangar would restrict our ability to park close to our house. There are also several other families nearby with young children who would be in the same boat. In our view the most sensible place to locate the new cycle hangar would be nearby on Rye Road (on the opposite side of the road to numbers 39-45 for example) which does not impede access to any homes (because the properties are side on to this street and do not have front door access on this	XX Surrey Road

						section of Rye Road. This would be above a 30 second walk away from the current proposed location). We already have enough difficulty parking near our house and sometimes end up having to lug buggies/baggage etc a significant distance once parked. Having the hangar located practically outside our front door would only make this worse.	
4	1		1			I strongly support this proposal. In fact I think there is a need for a second hangar for cycles as I would be very keen to use it and I know there are many cyclists on Surrey Road without adequate storage for their bikes. A second hangar please!	XX Surrey Road
5	1			1		It has become increasingly difficult to park our car in surrey Road and we feel that the installation of a cycle hangar would make it even more difficult. I have spoken to cyclist on our road who say they take their bike into their garden so we are concerned that if the cycle hangar was installed would it be fully used?	XX Surrey Road
	5	0	2	3	0		

Response to opposed comments:

1. All houses and flats have both a front and back garden with the ability to secure them privately - I also cycle and would never use the facility.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. We are not opposed to a cycle hangar in principle. However, there is a significant shortage of parking on Surrey Road and with two small children, we require space to park near our house and we think the current proposed location of the hangar would restrict our ability to park close to our house.

Response:

An alternative location at proposed close to the junction with Rye Road. This is not directly outside a front door and so will not

give the same access issues for those with small children.

3. I have spoken to cyclist on our road who say they take their bike into their garden so we are concerned that if the cycle hangar was installed would it be fully used?

Response:

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

HARLESCOTT ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		I do not require to have such an eyesore outside my house. Parking in this street is murder as it is, without further junk placed in the road. Yours sincerely	X Harlescott Road
2	1		1			We are 100% in support and would like to rent two spaces in the hangar (we were original requesters).	X Harlescott Road
3	1			1		I am shocked to receive this consultation questionnaire. I have lived here since 1980 and have never heard anyone mention an issue with bicycle storage in this road which is completely terraced housing. All properties have front gardens large enough for 3 large rubbish/recycling bins but also large enough for bicycle storage. Many houses (as with Ivydale Rd) have cycle sheds/storage units in their front gardens for their bikes. We are a large family with a number of children's bikes, all stored in the garden shed. My husband bought a folding bike to help with storage and so it is easier (as an adult bike) to store safely and comfortably in the hallway without affecting the children going in and out of the house. Parking is an issue in the road so this takes a way a space, we get the overspill from Ivydale and there is a new school being built in Inverton Rd so will have a knock on effect. I think it is a waste of money when there are options for cyclists in the road. Could it not go on Inverton Rd at the top of Harlescott Rd where there is a wall rather than	X Harlescott Road

						a house with this outside (as shown in the photo!)	
4	1				1	At my age it would be of no benefit	X Harlescott Road
5	1		1			I would very much welcome this initiative, I cannot use a bike at the moment as have nowhere to store it safely. I would 100% buy a bike and cycle to work if this were available on my road. PLEASE DO IT!! Several people with flats in the street currently attach bikes to lamp posts on the road which are often knocked and fall down, thus blocking the way for pushchairs and wheelchairs. this would be the perfect solution. there is always plenty of parking so to lose a half space wouldn't be an issue. Yes to these kind of green initiatives!	X Harlescott Road
6	1			1		In October 2013 residents with waste containers left on the pavement, were reminded that these bins must be stored within their boundary of their property, if this can't be arranged there is a different range of containers available - they just have to ask!!!. this is necessary to keep the pavements clear for ALL users including pushchairs and wheelchairs. There are a few houses that have put their bins in their front garden, but the majority, 6 months later, haven't moved theirs, they are still on the pavement, still causing a problem for some pavement users. The gap between the parked cars and the bins is narrow for a family with pushchairs and young walking children, a child could fall and hurt themselves, also damage the car!!! so to put another hazard onto our pavement is unacceptable. Over the last 8 months there has only ever been two cycles padlocked onto a tree, one at the bottom of the road and one halfway and a few padlocked in their owners front garden. All the houses in Harlescott Rd have front gardens big enough for waste bins and cycles, so why have an unnecessary cycle hangar, taking up space on the highway. The other concern is the parking of our cars, your cycle hangar will take up spaces for cars, there is a problem now with a many families having two or three cars, to lose any space would just add to the problem that exists now. Just a thought - at the top end of Harlescott Rd there is Inverton Rd, there are no houses or parked	X Harlescott Road

						cars or waste bins, they would not cause a problem there.	
7	1			1		There is hardly any parking down Harlescott Road as it is due to the number of flats. You can use Limesford Rd, Inverton Rd or Lanbury Rd which has plenty of space for a bike hangar.	X Harlescott Road
8	1			1		I oppose the cycle hangars in Harlescott Rd. The houses in this street have a large rear garden, if the residents don't want to take their cycles through the house there is plenty of room in the front garden and to make the area safe to store their cycles. The parking has been a big problem in our street for many years, the problem is getting worse, as many of the houses have been converted into flats, more people more cars, also there are many houses that are a two car family. Not enough parking spaces in the street now. To add this cycle hangar right in the middle of our street will add to our problem, and we don't need more. There is an area at the bottom of Harlescott Rd, Ivydale Rd end that the cycle hangar could go, there are no houses there so it won't be in anybody's way, it could be adjacent to a disabled bay that is there are present. I hope this idea helps. I would like to be informed of the decision.	X Harlescott Road
9	1		1			This would be really useful - there is no reason why cars should be allowed to dominate the entire street. Bikes should also have some street space.	X Harlescott Road
10	1			1			X Harlescott Road
11	1		1			There is insufficient parking space on the street already, I support cycling as a green issue but feel there is plenty of space in front yards in Harlescott Road for bike storage, AND bin storage! Residents should be compelled to store their bins off the pavement as access along the pavement for buggies and wheelchairs is already limited by bins.	X Harlescott Road

12	1			1		I am opposed to this for the following reasons. All properties in Harlescott Road have front gardens that are big enough for a bike store. Loss of a car parking space in a road where already difficult to park. If one HAS to be in Harlescott road it should be positioned at one end of the street, or better still on Inverton Road where it is not outside any residential properties. The proposed location outside Nos X is almost opposite my house and I am concerned about noise of opening/closing the hangar late at night or early in the morning. It is possible the original request came from someone who has since moved away.	X Harlescott Road
13	1			1		I reside at X Harlescott Road. I am opposing this erection of the cycle rack as there is a lack of parking space in the road and this would further restrict the parking facilities. Furthermore it's immediately outside No X and is further limiting my parking facilities. I do hope that you will reconsider the erection of a cycle rack in the road.	X Harlescott Road
14	1			1		It will not solve the problem of bike storage for the majority of residents on the street, will take up valuable room and not be in keeping with the look of Harlescott Road. I also feel such space should not cost the user. I am a cyclist myself.	X Harlescott Road
15	1			1		I am opposed to the current proposal to install a cycle hanger in Harlescott Road for the following reasons. All the properties have in Harlescott Road have front gardens that are large enough to accommodate bicycle lockers. It is already difficult to park in Harlescott Road and a loss of an additional parking space would make matters worse. If a cycle hanger is to installed it should be placed where it is not right outside someone's house. There is plenty of space in Inverton Rd where residential properties do not face on to the street.	X Harlescott Road

16	1			1		<p>I oppose the cycle hanger because</p> <p>a) We all have front gardens that they can go in and can be made secure. If we were in a block of flats it would be different.</p> <p>b) Parking is difficult in our road as it is, without the cycle hanger</p> <p>c) A new school is being built at the top of the road which will make parking even more difficult let alone with a cycle hanger taking up space aswell</p>	X Harlescott Road
	16	0	4	11	1		

Response:

Due to the vast majority of responses being opposed and the recommendation not to proceed with the proposed installation of a bike hangar the specific comments have not been addressed.

LIMESFORD ROAD - CYCLE HANGARS							
REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1				X Limesford Road
2	1			1		We have enough problems with the church on Ivydale cars being parked all over the place on every Saturday, more Boris rubbish	X Limesford Road
3	1		1			It might be better to have this on the cemetery site? Overall good idea. will there be lighting on the structure?	X Limesford Road
4	1		1			We live in a one bed flat on the road and have 3 bikes as we cycle everywhere. Having somewhere else to put even one bicycle safely would be brilliant! We fully support this proposal even though we already cycle, having a little bit more room in our small flat without squeezing past bikes would be very beneficial as we are one of very few flats on this road.	X Limesford Road
5	1			1		Opposed due to poor methodology. As all houses have front area, the need for off street cycle parking seems low I keep my cycle in the hall and would not use a communal one. Has there been a request, and if no, by how many people? If one is installed (if there is need) two questions should have been asked 1) do you have a bicycle 2) would you use a rack?	X Limesford Road
6	1			1		Parking is important - taking up a space is not viable and gaining access from the pavement will mean people having to walk on road to pass by	X Limesford Road

						when someone is removing a bike! Why not situate opposite next to Cemetery entrance?	
7	1			1			X Limesford Road
8	1		1				X Limesford Road
9	1			1		I oppose this proposal as 1) cycle hangars should be situated where there is a genuine need for them. There are over 700 houses of exactly the same design as Limesford Road in this area - they all have large hallways and ample room in front gardens to store a bike (as people currently do). I have not spoken to one person (except the person who requested the hangar) who would use or support this hangar. It is an indulgent use of funding. 2) parking is already strained on Limesford Road due to Seventh Day Adventist Church at weekends and professional dog walkers driving to the cemetery during the week. 3) if Council money is to be squandered on this, then a site inspection would reveal how ill thought out the location is. Why not on the other side of the road, where there are no residential entrances, thereby easing pavement congestion? Better still by the cemetery wall at the end of Brockley footpath? again away from residential entrances. 24 hour access to a metal storage facility would be noisy for residents, many of whom work from home or are shift workers, sleeping in the day. I am contacting our 3 local councillors, Sunil Chopra, Fiona Colley and Sandra Rhule.	X Limesford Road
10	1			1		Limesford Rd is a very busy road with frequent repairs to road surface and water, electrical and gas services. Cars are easily moved, but fixed bicycle storage would not be. Each house has an adequately sized front garden for safe cycle storage (as a former user of both bicycle and	X Limesford Road

					<p>lambretta I can vouch for this. Back gardens are also easily accessible and most have storage sheds. Due to the use of Limesford Rd for access to Nunhead Cemetery by funeral corteges, any loss of car parking spaces would be added disadvantage. The high cost of supplying road side storage - I doubt very much if any resident would want to take advantage of such storage in Limesford Road and the cost would therefore be an unnecessary expense to Southwark rate payers. May I suggest that such storage units be considered for blocks of flats where this amenity would no doubt be considerably welcomed. An elderly friend (a lifetime cyclist) had to carry his bicycle up to his third floor flat until he recently ceased his cycling activities as he could no longer manage the stairs with the bike (no lift available). Such alternative facilities would be a more justifiable expense.</p>	
11	1			1	<p>This is both unnecessary and unsightly. I can't see anyone using it other than the person who has requested it. All the houses have a front garden which is where most people keep their bikes in a locked shelter if they don't keep them in the hall. It would use up parking space. Totally unnecessary and a nuisance. Why should one resident extend his property into the street? There are no blocks of flats in this road requiring cycle parking. Definitely NOT.</p>	X Limesford Road
12	1			1	<p>live at No. X Limeford Road, the pavement outside of which is the proposed location. I am vehemently opposed to the proposals.</p> <p>I should like to draw your attention to the fact that I did not receive the proposals (only learning about it via a neighbour) and should like to know why the literature was never delivered to my property, when it is my household which would be most affected by the scheme?</p> <p>Further, the weblinks published in the literature are broken, making an online submission impossible. In addition, there is no address published on the paper questionnaire advising where it should be returned to.</p> <p>It strikes me as ludicrous to propose placing a metal structure on the pavement in front of houses in a road where there are no houses on the opposite side. The opposite side of the road would be the sensible, and</p>	X Limesford Road

					obvious, site. Moreover, the area outside the cemetery gates have ample space for such a structure to be located. There is also ample space for a cycle hangar at the end of the road close to the pub (a likely destination for visitors to the area) or in the other direction at the end of Brockley Footpath/Passage, and where the bunker would have no negative impact on local residents. Should these sites be inexplicably rejected, the hangar should be located immediately outside the property of the sole person who has requested it, no?	
13	1			1	<p>As the owner of number X Limesford Road my immediate concern is to question why I have not received the same letter? As it will be almost outside my house, and will inevitably have an instant effect on my environment, I'd have thought our address was an equal priority with number X who showed me the letter in question. You will understand that I automatically suspect subterfuge in the absence of the letter to my household when we are so close to the intended site. I am still trying to ascertain whether or not household X (immediately next to the designated site) received a letter.</p> <p>My second concern is to question the rationale behind the positioning of the hangar? We are a residential road comprising of terrace houses, (some divided into 2 flats) each with a front garden large enough to accommodate an individual bicycle storage unit if desired. Indeed many have taken this option, as can be seen at number X Limesford Road. I am, therefore, at a loss to understand who would want to rent the space for a bicycle at this location. I know none of my immediate neighbours would take advantage of the offer, and don't understand what there is in the area that might tempt people living further afield to have permanent storage there. It is a good 10 minute walk from the nearest to station (which, incidentally, has facilities for storage of bicycles). Your letter states that someone locally has shown interest, but this vague reference to one party is surely not enough for the council to make a decision which will adversely affect so many other Southwark residents?</p>	X Limesford Road

					<p>As a resident, my concerns include, but are certainly not limited to the impact it will have a parking: already overstretched at the weekend due to the seventh day Adventist church congregation using the road for parking on Saturdays. The creation of the new Ivydale School expansion on Inverton Road is also likely to have ramifications on parking on Limesford Road.</p> <p>Another worry is security. A storage facility holding six bikes is a tempting proposition for a bike thief, and a very quiet residential road the ideal location. I think I can speak on behalf of a number of my neighbours when I say we do not appreciate this increase in vulnerability.</p> <p>Another concern is a noise issue. The pictures of the hangers show them to be large metal constructions with a large metal door. 24 hour access to the store is going to make for disturbances for the local residents who are categorically not benefitting from the presence of the facility.</p> <p>I also feel the need to re-iterate at this juncture that I am in no way 'anti-cycling'. I own and regularly use a bike, which I secure in my own property and would not wish to do otherwise. I welcome attempts by the council to encourage cyclists and cycling in the borough, but fail to see who this particular initiative specifically aims to attract. Users are not likely to want to go far to get to the storage facility.</p> <p>Taking into account all the above, I have already spoken to enough neighbours to know that as a community we intend to show strong opposition to this installation. They will be in touch to voice their own personal concerns not mentioned here, and I will of course repeat and echo my personal responses in the online questionnaire referenced in my neighbours letter as soon as I receive one addressed to my house. I have looked at the link provided and, despite the indication that additional information is there, I can find no mention of this plan under 'consultations'. I assume it is either not there or suitably hidden to</p>	
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						prevent exposure	
14	1			1		<p>The houses in Limesford road are quite large and provide ample room for bicycle storage. I doubt if anyone living here would be put off cycling due to lack of storage space.</p> <p>Surely the money would be better spent putting these hangars in streets where there are smaller houses and/ or flats?</p> <p>I am a cyclist myself but I still don't want an unsightly metal shed in the street outside our house with all the banging and crashing its use would create.</p> <p>If the council is determined to spend thousands of pounds putting a hangar in our street (where there seems to be very little local support), could it at least be on the other side of the road where there are no houses? Perhaps in the recessed entrance to the cemetery opposite?</p>	X Limesford Road
15	1			1		<p>I am happy to support a cycle hangar but I feel it should be located on the opposite side of the road (the cemetery side) in order to not interfere with resident parking outside their homes</p>	X Limesford Road
15		0	4	11	0		

Response:

Due to the vast majority of responses being opposed and the recommendation not to proceed with the proposed installation of a bike hangar the specific comments have not been addressed.

HOLLYDALE ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		Doubt security of proposed cycle hangar and think that hangar will restrict passageway on pavement (children and mums on route to school). Clutter on road scene will be increased. Don't think many residents have cycles to justify cost and hangar is a bit of an eyesore outside residents home. Hope proposal is just not a way of increasing the LBS Green Rating.	X Hollydale Road
2	1			1		Both my husband and I are fully opposed to the proposal of the installation of a cycle hangar outside X Hollydale Road. Our main reasons are that we already have a great problem with car and lorries parking in this part of Hollydale Road. My husband who is disabled is collected three times a week on Tuesday, Thursday and Saturday by ambulance to take him to Kings College hospital for renal treatment and brought home again in the evenings. The ambulance needs at least three metres of space to lower the ramp at the rear of the vehicle and often has to park in the middle of the road blocking the traffic for at least 10 minutes. We also think that the local resident who put in the request for this cycle hangar did not consult his or her local residents before putting in this request is very bad manners.	X Hollydale Road
3	1		1			Myself and XX both fully support the addition of one cycle hangar on Hollydale Road. As the original residents who requested the cycle	X Hollydale Road

					hangar we also fully support the location outside our property. I would request that it is located in alignment with the existing hedge and not overlapping our pathway to the house though. We would like to raise further points that the road is never short of parking spaces remaining half full at most times. Also as residents of the street, neither of us are car owners, if we were to purchase even one car it would take up much more space than the hangar. We would certainly take a minimum of two spaces for bikes inside the hangar and if there was spare likely a third bike space which we would use for guests.	
4	1			1	X Hollydale Road is a private residence divided into 2 flats. I have not been consulted on this request and strongly object to this being outside my window. I own the ground floor flat and will overlook it. My father (XX) is disabled (with a blue badge). Having the hangar outside of my residence will mean he cannot park close to my flat, his easy access is going to be impaired. There is no disabled space near to my flat, taking the parking space outside of my flat for this hangar means that he will NEVER get close enough, at least now he has a shouting change. There are plenty of gable ends in this area - e.g. Brabourn Grove, Dundas Road also placing the hangar on the other side of Evelina Road, outside the church would mean no one has to look over it from their house, whilst it will still be close enough to the person who has requested it.	X Hollydale Road
5	1			1	The reason is I'm disabled, when I made application for a parking bay the council refused. So also the road is very busy residential area and there is no place for your proposal.	X Hollydale Road
6	1		1		I support this proposal because I am a cyclist myself so I understand that there may be a need for this service, especially for those bicycle owners who live above ground level and do not have the space in which to store their vehicles. The hangar is a good idea because it keeps bicycles secure and protects them from rain, dust and opportunist thieves.	X Hollydale Road
7	1			1	I am opposing to the proposal of a cycle hangar in Hollydale Road and the fact that there is a lot of traffic on our road, there are two very well	X Hollydale Road

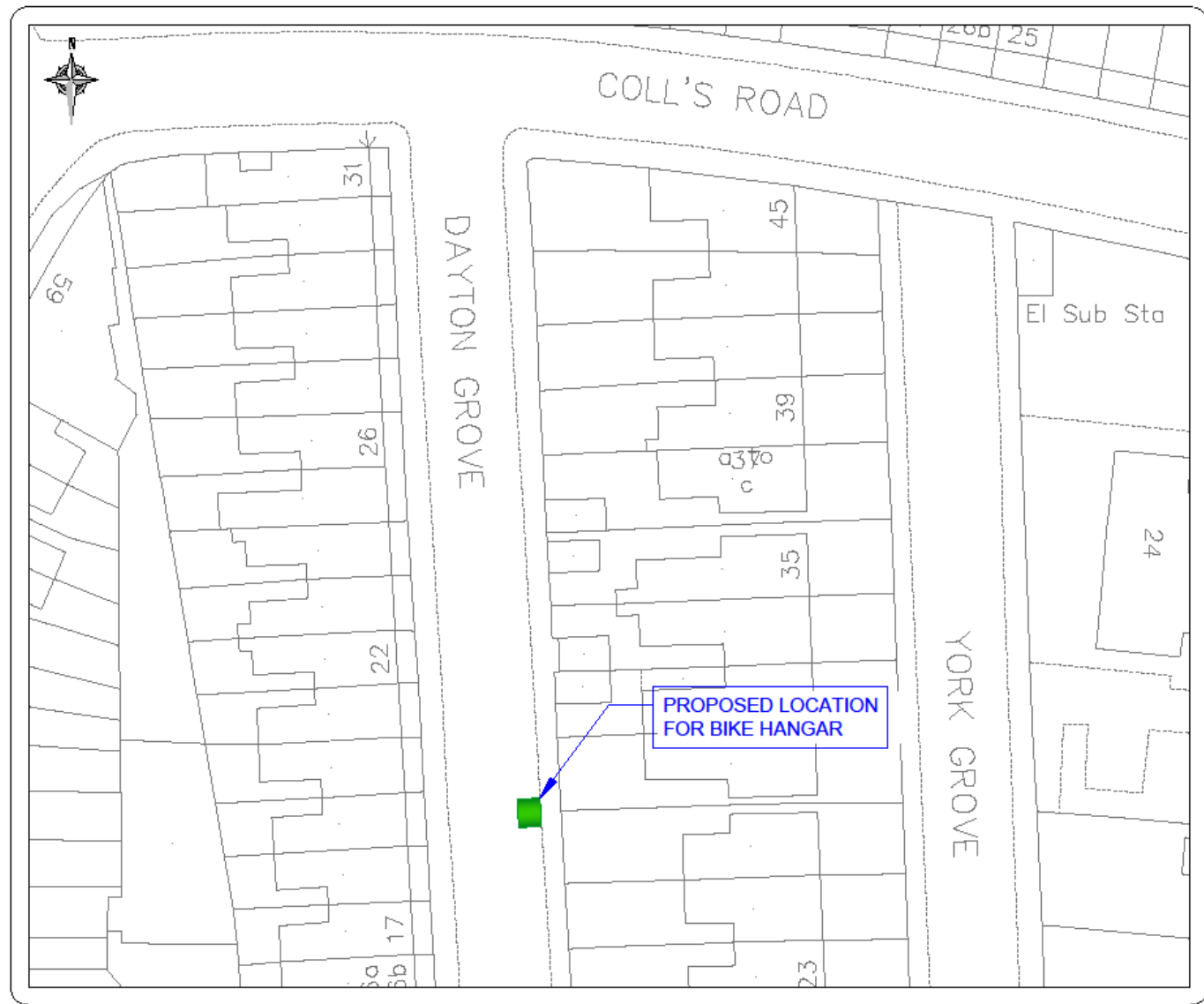
						attended schools a lot of children are living here and can be the accidents on the road. Will be very dangerous and difficult to live on this street. We oppose to it totally	
8	1			1		I oppose to a cycle hangar in Hollydale Road as there is need of space for parking for the residents and is a lot of traffic and will do not be appropriate for safe and health. I'm opposed to it.	X Hollydale Road
	7	0	2	6	0		

Response:

Due to the vast majority of responses being opposed and the recommendation not to proceed with the proposed installation of a bike hangar the specific comments have not been addressed.

APPENDIX B

Cycle Hangar Location Plan



LEGEND / NOTES.

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

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

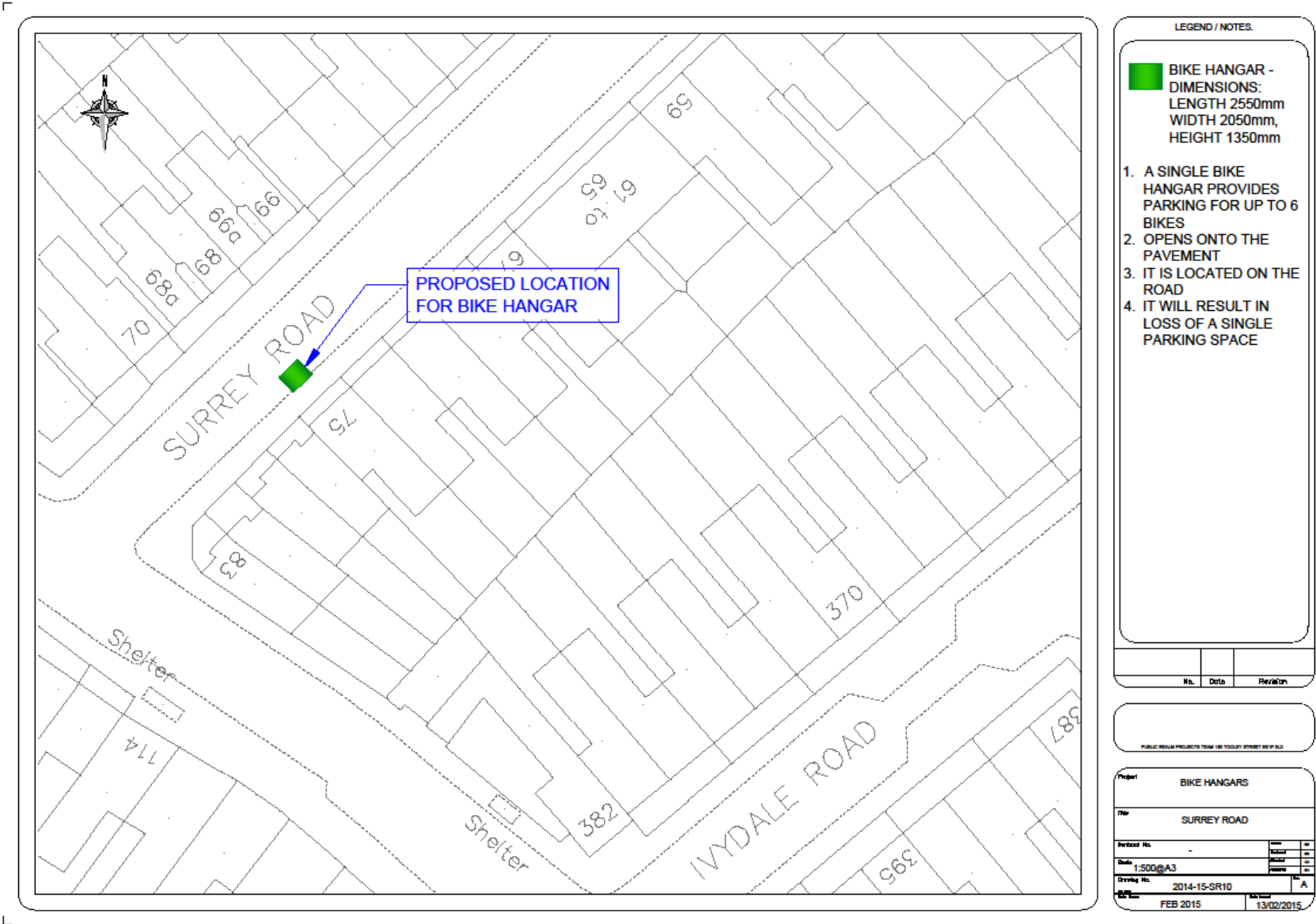
No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM 180 TOOLEY STREET 2ND FL. QLD

Project BIKE HANGARS

The DAYTON GROVE

Project No.			
Scale	1:500@A3		
Drawing No.	2014-15-SR13		
Date	FEB 2015		13/02/2015





Peckham and Nunhead Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

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

Item No. 15	Classification: Open	Date: 16 September 2015	Meeting Name: Peckham and Nunhead Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		The Lane	
From:		Public Realm Programme Manager	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendment, detailed in the appendix to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Elm Grove – install double yellow lines adjacent to planned vehicle cross over dropped kerb outside No.60.

BACKGROUND INFORMATION

2. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
3. This report gives recommendations for one local traffic and parking amendment, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

Elm Gove

5. The parking design team proposes that double yellow lines are installed adjacent to the vehicle crossover and dropped kerb that is planned for No. 60 Elm Grove which is part of the Peckham (B) controlled parking zone. All kerb lines within the CPZ are restricted either with a parking bay or a yellow line.

6. The Southwark Streetscape Design Manual (SSDM) contains a design standard pertinent to this request:
 - DS132 (Appendix 1) requires those restrictions to cover the 2m extent of the visibility splay appropriate for the sight stopping distance of the road (Visibility splays are calculated at 20mph)
7. It is the practice within Southwark to place double yellow lines across vehicle crossovers (dropped kerbs) where these are located within controlled parking zones to ensure access is available at all times.
8. In view of the above it is recommended that, as shown in Appendix 2, that existing permit holders (B) parking bay is converted to double yellow lines to provide access to the planned vehicle crossover outside No.60 Elm Grove.

Policy implications

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

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

Resource implications

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

Legal implications

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
19. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
20. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
21. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
22. These powers must be exercised so far as practicable having regard to the following matters
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the council to be relevant.

Consultation

23. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
24. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
25. Should the recommendations be approved the Council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders

- d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
26. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
27. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

28. If these item are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2015
 - Implementation – December 2015 to January 2016

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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Vehicle Crossings DS.132
Appendix 2	Elm Grove – install double yellow lines

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager		
Report Author	Tim Walker, Senior Engineer		
Version	Final		
Dated	3 September 2015		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments Included
Director of Legal Services		No	No
Strategic Director of Finance and Corporate Services		No	No
Cabinet Member		No	No
Date final report sent to Constitutional Team/			3 September 2015

DS.132

Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

1 Introduction

1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- e. See the SSDM webpages at www.southwark.gov.uk/ssdm for a list of frequently asked questions about the design of streets and spaces.

1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
 - i. the footway is not damaged as vehicles pass over it
 - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
 - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
 - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

2 Use requirements

2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

2.2 Vehicle Crossing or road junction

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
 - i. ≤ 6 commercial vehicles movements and/or
 - ii. ≤ 12 vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.
- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

2.3 Locating Vehicle Crossings

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
NOTES 1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings. 2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3. 3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.		

Table 1 - Location constraints on new Vehicle Crossings

3 Design requirements

3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
 - i. covering all costs associated with both
 - works within the Highway to design, build, construct and approve the Vehicle Crossing
 - any necessary legal agreements with the Borough Solicitor (for which see 'b')
 - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
 - iii. providing a hard standing on their land of the dimensions required as 3.2
 - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
 - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
 - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
 - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
 - ii. not to construct any gates over the private drive unless they are set back by $\geq 6\text{m}$. See section 3.3 for further information
 - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
 - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b') . The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
 - i. Hard standing for vehicles positioned parallel to street
2.4m deep by 6m along the street

- ii. Hard standing for vehicles positioned perpendicular to the street
 - For single vehicles - 3m along the street by 5.5m deep
 - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
 - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
 - ii. must be set back by $\geq 6\text{m}$ from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.

NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.

3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.

Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1 In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
NOTE In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
World Centre	1.8m	2.1m
Town Centre - Zone A (see note 1)	1.8m	2.1m
Town Centre - Zone B (see note 1)	1.5m	1.8m
Heritage	1.5m	1.8m
Village	1.5m	1.8m
Docks	1.5m	1.8m
General	1.5m	1.8m
NOTE 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.		

Table 3 - Minimum plateau widths for Vehicle Crossings

3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
 - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
 - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
 - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
 - ii. the legal agreement required as '3.1b' should be varied to require this.

3.7 Parking restrictions around Vehicle Crossings

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

NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).

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

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



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MUNICIPAL YEAR 2015-16**

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