Camberwell Community Council Agenda

Date: Monday April 6 2009
Time: 7.00pm
Place: The Council Chamber, Southwark Town Hall, 31 Peckham Road, Camberwell, SE5 8UB

1. Introduction and welcome.
2. Apologies
3. Disclosure of Members’ interests and dispensations
4. Items of business that the Chair deems urgent
5. Minutes from the previous meeting / matters arising (page 5) (7.05pm)
6. Chair’s announcements:
7. Deputations & petitions (if any) (7.10pm)

Main business
8. The Camberwell’s Economy: including a film featuring local business people, and a report on Improving Local Retail Environments Programmes (7.20pm)
9. Camberwell Project Banks – Jillian Houghton (8.00pm)

TEA BREAK – 8.10pm
Enjoy a hot drink & biscuit, meet your Councillor, visit stalls and talk to police & council officers

10. Cleaner Greener Safer update (8.25pm)
11. The Safer Neighbourhood Team & the Community Wardens (8.30pm)
12. Greendale Steering Group feedback (8.45pm)
13. Core Strategy – Sandra Warren (8.55pm)

PUBLIC QUESTION TIME (9.05pm)
An opportunity for residents to ask questions; please use the Question sheet (additional copies at back) to ensure a full response at the next meeting.

Chair’s closing remarks (9.15pm)

Date of next meeting – Wednesday 6 May 2009

MEMBERS’ DECISIONS (9.20pm)
Members will consider a Governor reappointment to St Joseph’s Catholic Junior School and some local parking amendments.
LOCATION OF VENUE FOR MEETING ON Monday April 6 2009 at 7pm

The Town Hall, 31 Peckham Road, Camberwell SE5 8UB
ADDITIONAL INFORMATION
Camberwell Community Council Membership

Councillor Dora Dixon-Fyle Chair
Councillor Ian Wingfield Vice-Chair
Councillor John Friary
Councillor Peter John
Councillor Jenny Jones
Councillor Alison McGovern
Councillor Christopher Page
Councillor Sandra Rhule
Councillor Veronica Ward

Carers’ Allowances
If you are a Southwark resident and have paid someone to look after your children, or an elderly dependant or a dependant with disabilities, so that you can attend this meeting, you may claim an allowance from the Council. Please collect a claim form from the clerk at the meeting.

Deputations
For information on deputations please ask the clerk for the relevant hand-out.

Exclusion of Press and Public
The following motion should be moved, seconded and approved if the Community Council wishes to exclude the press and public to deal with reports revealing exempt information.

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of information as defined in paragraphs 1-15, Access to Information Procedure Rules of the Constitution.”

Transport Assistance for Disabled Members of the Public
Members of the public with a disability who wish to attend Community Council meetings and who require transport assistance in order to access the meeting, are requested to call the meeting clerk at the number below to give his/her contact and address details. The clerk will arrange for a driver to collect the person and provide return transport after the meeting. There will be no charge to the person collected. Please note that it is necessary to call the clerk as far in advance as possible, at least three working days before the meeting.

Wheelchair access
The centre is wheelchair accessible.
For further information, please contact the Camberwell Community Council Development Officer:
Caroline Chalklin
Phone: 020 7525 7187
E-mail: carolinechalklin@southwark.gov.uk
Council Website: www.southwark.gov.uk

For a large print agenda, please contact 020 7525 7385.

Language Needs
If you want information on the Community Councils translated into your language please telephone 020 7525 7187. To inform us of any special needs or requirements, such as transport or signer/interpreter, please telephone 020 7525 7187.
Kendi dilinizde Toplum meclisleri hakkında bilgi almak için 020 7525 7187’nolu telefonu arayınız. Özel gereksinimlerinizi bize bildirmek için 020 7525 7187’nolu telefonu çeviriniz.

Haddii aad doonayso warbixin ku saabsan qoraalka Kawnsalkada Bulshada oo ku turjuman af Soomaali fadlan tilifoon u dir 020 7525 7187. Si aad noogu sheegto haddii aad leedahay baahi gaar ama wax gooni kuuhu a sida gaadiid, af celiyaha dadka indha la’ fadlan tilifooni 020 7525 7187.

Se você quiser informações nos conselhos comunitários traduzidas em sua língua por favor ligue para 020 7525 7187. Para-nos informar de quaisquer necessidades especiais ou requisitos, tipo transporte, linguagem dos sinais/intérprete, por favor ligue para 020 7525 7187.

Si vous désirez avoir l’information sur les Conseils de la Communauté (Community Councils) traduite en votre langue téléphonez SVP au 020 7525 7187. Pour nous informer de tout besoin ou condition spéciale, telles que le transport ou le signataire / interprète, téléphonez SVP au 020 7525 7187.

Si precisa información sobre los departamentos sociales (Community Councils) traducida a su idioma, por favor llame al número de teléfono 020 7525 7187. Si tiene necesidades o requisitos específicos, como es transporte especial o un intérprete, por favor llame al número de teléfono 020 7525 7187.
Public Question form

Your name:

Your mailing address:

What is your question or comment?

Please return to the Chair at the start of the meeting or send in advance (at least three days before the meeting) to Caroline Chalklin, Community Council Development Team, Room 34, West House, Town Hall, Peckham Road, London SE5 8UB.
### Minutes Agreements Form

**Date**
Wednesday February 25 2009

**Venue**
The Council Chamber, Peckham Road, Camberwell SE5 8UB

**Start time**
7.05pm

**Finish time**
9.45pm

**In attendance**
Councillors Dora Dixon-Fyle (Chair), Ian Wingfield (Vice-Chair), John Friary, Peter John, Jenny Jones, Alison McGovern, Sandra Rhule and Veronica Ward.

**Absent**
None

**Apologies received**
Councillors Chris Page and John Friary (lateness)

**Urgent items**
There were no late items

**Members’ interests and dispensations**
None declared.

The following identifies the actions arising from the above meeting. The first named Officer is the person responsible for initiating and coordinating the action required.

NB: The item number relates to the agenda item number where possible.

<table>
<thead>
<tr>
<th>Item number</th>
<th>Summary of the action</th>
<th>Action by</th>
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<tbody>
<tr>
<td>AGREED:</td>
<td>The Minutes Agreement Form of the meeting held on January 14 2009 be confirmed as a true record.</td>
<td>Camberwell Councillors</td>
</tr>
</tbody>
</table>
9 Community Safety in Camberwell discussion

- The Chair introduced the theme, saying it had come about as a result of recent incidents that had occurred in Camberwell. This was the Member's response.
- Councillor Wingfield said that Camberwell is the hotspot for crime, including drug-dealing and associated crime. Superintendent Olissa responded that there is zero tolerance of drug-dealing, and police work to the priorities set by Ward Panels.
- Councillor McGovern said that sometimes communication with the police could be better, especially after a major criminal incident, when residents need to know how to keep themselves safe. Superintendent Olissa said there are independent advisors to the police who are there to advise the police on how to fill the gap between the police and the public after such incidents. Jonathan Toy said that it is impossible to get accurate information to the community swiftly, and it would be even worse if the information given out was incorrect.
- Jonathan Toy thanked Members for the film, and acknowledged the balanced view given on the work already done and to be done. There has been a 2% reduction in crime in Camberwell. It should be noted that only 1% of young people get involved in any sort of crime; young people hanging round in groups is not actually a crime.
- A resident said that most people experience crime on a daily basis; he found bricks lying in the road after a gang fight on Christmas Eve, people are afraid to go out after dark.
- A resident complained at the withdrawal of food at Ward Panel meetings. Superintendent Olissa said that cuts had to be made.
- Councillor Friary said there is a link between insufficient enforcement and crime; a resident added that anti-social behaviour was linked to licensed premises – when a local public house lost its licence the area improved.
- Mr Beasley said that many offences are committed by cyclists on pavements and drivers using mobile phones.
- Mr Tyrer asked how many young people are in gangs; Jonathan replied that very few young people were.

AGREED: That the Chair write to the Executive Member for Community Safety, informing him of the issues raised at this meeting, and asking for a response. 

The Community Council response to points raised in the ‘Community Safety in Camberwell’ item

Chair
Annie Shepherd, the Chief Executive of Southwark Council, has been visiting each Community Council area for a day. Members and residents propose places for the Chief Executive to visit, so she can assess the strengths and weaknesses of each area. Annie then comes to the Community Council to talk to residents and Members.

Councillor Friary asked where the Chief Executive saw Camberwell in terms of future regeneration. Annie responded that this is a big challenge: the Elephant & Castle and Aylesbury projects have tied up all the Council’s current resources. After the Council’s contractual liabilities for these schemes have lapsed, Camberwell is the next priority. Work can begin on moving the intelligence led tasks on to Camberwell.

John Marten said that the Council consistently fails to deliver. At earlier Community Council Meetings we have been told that the development of 67 Crawford Road would include an area for Community use and that proceeds from the sale would be ring fenced for Camberwell. Now it appears the Community use bit is being dropped, and what is happening to the ring fenced money? Annie requested that Mr Marten email the details of 67 Crawford Road to her executive assistants for an informed response after examining the Section 106 agreements.

Mr Marten continued with a question about enforcement following a Planning Public Enquiry last February which upheld the Councils decision that 8a Coldharbour Lane must cease selling Hot Food and set a compliance date of September 8th 2008. However, sales of hot food continue while the Legal department prevaricates. Annie said that this particular client group constantly thwarts the Council’s efforts.

Mr Marten also said that despite the dangers and years of campaigning supported unanimously by the Ward Safer Neighbourhood members and this Community Council meeting the Council still fails to enforce strictly No Parking at any time controls on the pedestrian ramped corners of Valmar Road. It is claimed enforcement officers are intimidated and camera enforcement is uneconomic. Annie said that she would not allow no-go areas in Southwark for enforcement officers.

Annie Shepherd said that she took offence at the suggestion that officers are not taking their work seriously; council officers tackle work with considerable dedication.

A resident asked if Council homes around Southampton Way could be prioritised. She said that she had visited 500-600 homes in the course of collecting signatures for a petition; most had damp patches in the ceilings, floors, or walls, and/or where infested with pests. Annie said that the issue is not that the condition of the Council homes round Southampton Way is poor, but that it is not the worst of Council housing. Examples of poor Council housing include Dog Kennel Hill estate, which is much worse. Annie said that the Homes & Community Agency would be approached to increase funding, and attempts would be made to create certainty for residents as to when repairs would happen. Annie said that the Council had not been investing in the housing stock, and some was now irreparable. The resident said that on the Marchwood estate, some flats had been repaired, some not. The situation was very frustrating.

The Chair (Cllr Dixon-Fyle) thanked Members of the Community Council, Officers, members of community groups and the public on helping her show the Chief Executive around Camberwell, highlighting the areas that needed improvement. She said that the day had been very full, tiring but well worth it. She thanked the Chief Executive for her time and interest in Camberwell and looked forward to receiving feedback. The Chair particularly paid tribute to Ambrose Omoma for his exceptional work in organising the day.

‘Pride of Place’
**Members' Decisions**

**AGREED:** That the local parking places identified for club cars and listed in the report be approved for implementation, subject to the outcome of any necessary statutory procedures.  

Andrew Downes

**AGREED:** That Dr Liz Nunn be reappointed to the Governing body of Comber Grove Primary school.  

Pam Rayment

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**PUBLIC QUESTIONS**

i  
As I am writing a new local history book called ‘Camberwell through time’, can the Community Council publicise my need to borrow old photographs of Camberwell. They should be sent to me at 6 Everthorpe Road, Peckham SE15 4DA. The idea to write the book came to me during the last Camberwell Community Council meeting.  

Mr Beasley

**Mr Beasley’s request for photographs will be publicised in ‘Take Note’**

ii  
Can the community council please confirm that their full support will be given to ensure resident's comments on the experimental introduction of the East Camberwell CPZ are addressed and any amendments to the streetworks are made as quickly as possible?

As supporters of the CPZ in principle, myself and my neighbours were surprised when more than 50% of the original parking space on the eastern side of Havil Street was ‘yellow lined’ as part of the CPZ implementation. This is very confusing, as we were originally consulted on the introduction of much needed speed bumps, as well as the welcome introduction of permit parking to ease some of the difficulties resident's were having with parking in their own street. It seems the original aspiration for these projects may have been lost in the detail, with some misplaced traffic engineering which improves the flow of vehicles rather than civilising the street.

Havil Street is one of the most populated streets in this part of Camberwell, this will not change even with resident only parking. Please can the community council press the Highways Department to reinstate these invaluable spaces when their Contractor's return to install the speed bumps, to ensure we don’t have to live with this oversight until 2010?  

Mr Bowden

**Tim Walker responds as the senior engineer overseeing the CPZ project, and also having a thorough knowledge of the 20mph scheme overseen by my colleague in public realm projects.**

**As Mr Bowden is aware there are two projects being implemented in East Camberwell at present: a Controlled Parking Zone (CPZ) and a 20mph. Because there is synergy between the two projects in terms of works, signing and lining the two are being implemented simultaneously to keep costs and disruption to a minimum.**

**However, the two schemes originate from different funding streams and have had separate public consultation exercises.**

**To summarise on the consultation to-date:**

1. CPZ - Sept 2006 - Jan 2007 – 1st stage (in principal) parking consultation carried out across EC and West Peckham. Questionnaire to all properties.
2. CPZ - Summer 2007 – CPZ draft report to CCC and key decision taken by director of environment and housing agreeing the principal of a new CPZ in EC and Lucas Gardens (LG).
3. CPZ - November 2007 – 2nd stage (detailed design) parking consultation carried out across EC and LG. Questionnaire to all properties, street notices and public exhibitions.
4. 20mph zone - June 2008 – 20mph zone consultation with all properties in East Camberwell area.
5. CPZ - June/July 2008 – CPZ draft report/plans presented to CCC and key decision taken by director of environment and housing agreeing the detailed layout.
6. CPZ - December 2008 – CPZ implementation funding approved.
It is during the 2nd stage of consultation that we discuss the detail of the scheme – the hours/days of operation and the actual layout of parking restrictions. A draft design is prepared by officers based upon parking surveys, site constraints, local, regional and national practise, guidance and legislation. We will endeavour to designate bays wherever possible however we cannot always replicate the parking patterns of the uncontrolled area because motorists may previously have been parking in ‘undesirable’ locations where, as the highway authority, we cannot put a bay (ie. adjacent to a junction, across a driveway/dropped kerb, etc.) We won’t always get the draft design correct and during the 2nd stage we invite those residents/businesses/stakeholders in the zone to comment upon the design, either through the questionnaire or at our public exhibitions.

In respect of the CPZ design in Havil Street there were no changes made between those consulted upon and those being implemented at present.

In the detailed design stage we did look at Havil Street carefully because whilst we were aware of the road as a popular north-south connection for motorists, we did not want to reduce parking so that it increased average speeds. However, a number of factors limit the ability to put parking on both sides and as Mr Bowden notes there has been a significant reduction of parking provision because we have had to take account of the road width, fire brigade width standards, presence of existing dropped kerbs and public highway and private road junctions. To counteract the effects of reduced parking on street and to mitigate the ensuing possibility that motorists choose to drive more quickly we have arranged the parking bays in a staggered pattern down the road; this chicane effect means that motorists have alternating priority as they pass parked cars and would reduce the possibility of a straight-line down the road. I would also add that the CPZ will considerably reduce the demand for parking in the area as only those with permits will be entitled to park in the bays and long-stay commuter parking prevented.

Mr Bowden’s property is located directly opposite the junction with Brunswick Villas. Whilst it is quite a wide road mouth we have positioned double yellow lines as it is within the limits of the junction (the highway code states ‘DO NOT stop or park opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space’). There are parking bays in close proximity to the property and the single yellow lines can be parked on overnight and at weekends.

Notwithstanding the paragraph before last, the police require the 20mph zone to be self-enforcing. The design of the 20mph zone meets current legislation on the positioning and frequency of traffic calming measures should be effective in reducing speed to that limit, irrespective of any parking taking place (as vehicle presence cannot be guaranteed).

It should also be noted that both schemes have been subject to road safety audits, an external process to evaluate the safety of the scheme.

I certainly do appreciate and understand Mr Bowden’s comments about civilising the street and this is something the council is committed to in its policies. The council aims to have 20mph limits across the whole borough and our transport policies actively encourage walking, cycling and public transport above the use of private cars. In reference to reducing road markings, we do aim to keep these to a minimum but CPZs have to meet the legislation set out in the Department for Transport’s Traffic Signs and General Directions which state that every length of the kerb line must be controlled either by parking bays or waiting restrictions.

It is important to note that the CPZ is being introduced on an experimental basis to give opportunity to evaluate the controls in operation. We will review the effect of the zone during the experimental period (which is limited by the Order to 18 months, though the formal review and decision about making permanent takes place around month 12). I very much welcome Mr Bowden’s comments, which I have logged to our correspondence, and we will certainly look at these, along with any others raised, at the appropriate review point.

Forgive me if the response is more detailed in respect to the CPZ but if any more detail about the 20mph zone is required, please let me know and I will find out.

You can read more information about the CPZ and see its layout here. We will shortly be writing to all properties within the CPZ to advise of the definitive operational date (now expected Monday 6 April 09) and details about parking permits.
The information included in this form, together with the attached notes, form the minutes from the above meeting and have been agreed as a true and accurate recording of that meeting. Any necessary amendments shall be detailed in the **Summary of Actions** held at the Town Hall by the relevant Community Councils Development Officer.

*Chair* ________________________________  *Date* ________________________________
Notes from the previous meeting on February 25 2009

February meeting items:
• Community Safety: Councillors, Police and Council perspectives

Next meeting is 7pm Monday April 6 2009

Community Safety in Camberwell: Councillors speak on camera

The Chair of the Community Council, Councillor Dixon-Fyle, introduced the item. She said how all Camberwell Councillors want to improve the quality of life in Camberwell, and she was sure all the residents of Camberwell agreed with this aim. Members would be focusing on a few issues, and she hoped everyone would work together to improve life in Camberwell.

Speeding is a major problem in Champion Hill and Dog Kennel Hill, and Councillor Jones said this creates danger for pedestrians and noise. It would be prevented by slowing down the traffic with the right traffic calming measures; some vehicles continue to speed if the humps are narrower than the vehicle’s axles. In addition, speed cameras help to reduce speed.

Camberwell Station Road has problems intrinsic to the buildings in the street; Councillor Friary said that the car breakers’ yards on one side of the street make noise all day, create additional traffic and disturbance. At night, the railway arches are used as social clubs during the summer months. On the opposite side of the road are dwellings. There has been the occasional blitz by council enforcement officers, but the problems shortly re-emerge. A CCTV camera has been installed, which should help, but tougher enforcement is required from the Council, and negotiations need to take place with the landlord of the railway arches, Spacia, to investigate the terms of leases.
Young people in their late teens are causing problems for younger people, as the older teens monopolise facilities for all teenagers, and put the younger people off using the facilities. Councillors John and Ward said that facilities are needed for each age group; although all that is happening is that youths are gathering in groups. A branch of Connexions is needed to support the older teenagers into work or training. Young people get a bad press, and very few indulge in anti-social behaviour, such as riding round the estate on mini-mopeds.

The Poets Corner estate has seen some improvements in anti-social behaviour, but there are residual problems with drug-dealers, who feel immune from prosecution; and the installation of CCTV would help. Councillor Page and the Chair of the estate TRA said that the worst culprits have been dealt with, but there are still individuals who make life unhappy for residents. Residents would like more police work and CCTV on estates.

Crime and anti-social behaviour has become an increasing problem in Southampton Way, with muggings, raids on shops and drug-dealing in nearby streets. The environment of the street could be improved: there is heavy traffic and several properties are derelict and have been for some years. Dealing with these problems and having zero tolerance of crime would improve the area. Public involvement with partner agencies and the inclusion of local people to produce a vision and plan for the area is needed.

- Superintendent Olissa and Jonathan Toy spoke to the meeting, with good news on the reduction in crime in Southwark as a whole. They then took questions from the floor.

For further information, please go to http://www.safersouthwark.org.uk/

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**Local writer researching book on Camberwell**

Inspired in a meeting of Camberwell Community Council, resident John Beasley will be writing a book with the working title of ‘Camberwell Through Time’. He is appealing particularly for old photographs of Camberwell, and they can be sent to him at 6 Everthorpe Road, Peckham, SE15 4DA.
RECOMMENDATION(S)

1. It is recommended that the local parking schemes detailed in the appendices to this report are approved for implementation subject to the outcome of any necessary statutory procedures.

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendment schemes, which are matters reserved to Community Council for decision.

3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Urwin Street (0809Q4024)

4. The network development team received an enquiry in January 2009 from a local resident concerning access into Horsman Street from Urwin Street.

5. Horsman Street is not public highway providing access only for the residents of No.30 Urwin Street and Southwark council vehicles. Southwark council use Horsman Street to gain access and to carry out works at the rear of council properties. This street used to provide access to an electricity sub-station, which is now no longer in use.

6. At present the access is protected a single yellow line which operates Monday to Friday 8.30am to 6.30pm. Vehicles are parking across the entrance to Horsman Street over night and at weekends when the single yellow lines is not in operation.

7. Network development officers carried out a site inspection on 03/02/09 where no vehicles were observed parked across the entrance, however this site visit was carried out during a week day and the problem occurs over night and at weekends.

8. It is recommended that ‘at any time’ waiting restrictions (double yellow lines) are installed across the entrance of Horsman Street. This will remove inconsiderate parking and improve access.
9. The network development team received an enquiry in January 2009 from Tessa Jowell MP on behalf of her constituent to investigate the installation of double yellow lines at the junctions of Maude Road and Vestry Road and Graces Road and Vestry Road due to vehicles parking right up to the junction kerb line. The concern raised was that a lack of visibility was an accident waiting to happen and the proximity to a children’s play area made this of greater significance.

10. Network development officers carried out a site inspection on 28/01/09 where vehicles were observed parking close to the junctions of Maude Road and Graces Road. While on site officers visited other junctions in the area and found that parking is near capacity and vehicles were parked right up to all junctions in this network of streets.

11. It has also been previously reported by refuse that turning maneuvers are limited and occasionally prevented by inconsiderate parking. This would be equally true for emergency (especially fire) vehicles.

12. Based on officer observations, it is recommended that minimum lengths of ‘at any time’ waiting restrictions are installed on all the following junctions, Maude Road junctions with Vestry Road, Dagmar Road and Wilson Road. Graces Road junctions with Vestry Road, Dagmar Road, Wilson Road and Graces Mews. Vestry Road junction with Vestry Mews and Linnell Road. This will remove inconsiderate parking and improve access especially in the case of an emergency.

13. It is recommended that ‘at any time’ waiting restrictions (double yellow lines) be installed on all the junctions listed above. This will remove inconsiderate parking and improve access.

POLICY IMPLICATIONS

14. The recommendations contained within this report are consistent with the policies of the PEP and associated Local Implementation Plan (LIP)

15. The proposals will support the council’s equalities and human rights policies and will promote social inclusion by:

- providing improved access for emergency vehicles, refuge vehicles, residents and visitors;
- improving sight lines for all road users; and
- improving junction and pedestrian safety, especially those with limited mobility or visual impairment

COMMUNITY IMPACT STATEMENT

16. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

17. All costs arising from implementing the proposals, as set out in the report, will be
fully contained within the existing local parking amendment budget.

CONSULTATION

18. No informal consultation has been carried out.

19. Should the community council approve the item, statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

20. The road network and parking manager has been consulted on the proposals and has no objections.

21. No consultation or comment has been sought from the borough solicitor & secretary or the chief finance officer.

BACKGROUND DOCUMENTS

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<thead>
<tr>
<th>Background Papers</th>
<th>Held At</th>
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<tr>
<td>Parking and Enforcement Plan</td>
<td>Network development, Environment and Housing Department</td>
<td>Tim Walker 020 7525 2021</td>
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APPENDICES

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<tr>
<td>Appendix 1</td>
<td>Urlwin Street - Proposed “At Any Time” waiting restrictions</td>
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<tr>
<td>Appendix 2</td>
<td>Vestry Road/Maude Road/Graces Road/Dagmar Road/Wilson Road/Graces Mews/Linnell Road- Proposed “At Any Time” waiting restrictions</td>
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AUDIT TRAIL

| Lead Officer | Tim Walker |
| Report Author | Michael Herd |
| Version      | 1.0         |
| Dated        | 26/3/09     |
| Key Decision? | No         |

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER

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<tr>
<th>Officer Title</th>
<th>Comments Sought</th>
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<tr>
<td>Strategic Director for Legal and Democratic Services</td>
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<td>Finance Director</td>
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<td>Parking operations and development manager</td>
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<td>Executive Member</td>
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<td>Date final report sent to Constitutional/Community Council/Scrutiny Team</td>
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# Members & External Distribution List

## Members of the Community Council:

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<tr>
<th>Councillor</th>
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<tbody>
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<td>Dora Dixon-Fyle</td>
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## External

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Geoffrey Banister</td>
<td>Audit Commission</td>
<td>2nd Floor, Central House, Town Hall</td>
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<tr>
<td>Borough Commander</td>
<td></td>
<td>Southwark Police Station</td>
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<td>Roy Fielding, GMB/APEX</td>
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<tr>
<td>Mick Young TGWU/ACTS</td>
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## Members of Parliament

<table>
<thead>
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<tbody>
<tr>
<td>Harriet Harman, M.P.</td>
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<tr>
<td>Tessa Jowell, M.P.</td>
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<tr>
<td>Valerie Shawcross</td>
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<tr>
<td>GLA Building</td>
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<td>City Hall</td>
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<tr>
<td>Queen's Walk</td>
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<tr>
<td>London SE17 2AA</td>
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<tr>
<td>Constitutional Support Officer</td>
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## Total Distribution

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