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Peterborough Road and Area Residents' Association  
incorporating Clancarty Road, Daisy Lane, Hugon Road,  
South Park Mews, Sullivan Road and Settrington Road

NEWSLETTER

Volume No. ELEVEN

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Date: November 2012

**ANNUAL GENERAL MEETING**  
with  
**GUEST SPEAKER: ROLAND GILMORE**  
from  
**Clean Thames Now and Always -**  
*Does London need a Super Sewer?*  
**Tuesday 27th November**  
**AGM - 7.00pm / Speaker 7.15pm**  
**Hurlingham & Chelsea School**  
**Open to All**

1. The AGM and Guest Speaker
2. Sign the Boris Thames petition
3. PRARA finances - donations please
4. Peterborough Road resurfacing
5. Trees
6. Carnwath Road
7. Neighbourhood Watch
8. South Park
9. Peterborough School
10. Imperial Road

## 1 - Annual General Meeting with Guest Speaker Roland Gilmore

- Brief overview of the Year - Co-ordinator Sue Oriel
- Short financial Report - Treasurer Jonnie Godfrey
- Election of Officers (the Standing Committee): Co-ordinator / Road Representatives / Hon. Secretary / Hon. Treasurer / Neighbourhood Watch Co-ordinator. Any nominations must be received by the Hon. Secretary by 15th November, supported by a Secunder and with the consent of the Nominee. All current members of the Committee are offering themselves for re-election.
- AOB
- Guest Speaker - In the face of Thames Water's intransigence, the fight for Carnwath Road has moved to and joined a campaign for the greener and cheaper alternative solution to the issue of rainwater management. Roland Gilmore, an expert from the Clean Thames Now and Always group - soon to be a registered charity - will explain how and why a greener solution will be cheaper, quicker and far less disruptive to every community along the route of the proposed Thames Super Sewer. A detailed briefing paper is attached as an Appendix

## 2 - Sign the Boris Thames Petition

The PRARA Standing Committee believes that the only way we could now stop Thames Water using the Carnwath Road site is by stopping Thames Water's entire Super Sewer scheme. We are therefore endorsing and supporting the Clean Thames Now and Always campaign which aims to do just that.

Please sign the current on-line petition to Mayor Boris Johnson at <http://bit.ly/stopSS> calling on him to champion Green Infrastructure, the alternative solution to the issue of rainwater management, which would save every customer of Thames Water hundreds of pounds. If you don't have a home or office computer, a paper copy of the petition is available from committee member Lance Pierson; his contact details are on page 4.

## 3 - PRARA Finances - donations please

A plea from our Hon. Treasurer, Jonnie Godfrey: Dear members, as you'll be aware, your donations are very much appreciated, and cover the cost of our web site and the printing of the hard copy of the newsletter. For various reasons, we've not received many donations this year, and we've also produced more and larger newsletters than previously, due to the various issues affecting our area, primarily the proposed Super Sewer site in Carnwath Road.

We're currently very short of funds indeed, and this newsletter will empty our piggy bank entirely, for the second time this year.

So, please could I ask that if you can afford the suggested donation of five pounds (or more if you can), would you bring it along to the upcoming AGM, or if you can't attend, please pop it in an envelope and post it through the letterbox of one of the committee members? Addresses are at the bottom of page 4 of the newsletter. I'm afraid we don't have a bank account so we can only accept cash; no cheques or Internet payments unfortunately.

Many thanks in advance.

## 4 - Peterborough Road resurfacing / New Kings Road junction

The "consultation" about these road works, which also involved changes to the traffic calming measures, was inadequately notified one week before work was scheduled to commence. We vigorously protested and the officers concerned have apologised. Fortunately the alterations were all acceptable and have removed what had become excessive restrictions.

We asked if permeable asphalt could be used for the resurfacing. This was not possible due to the associated drainage arrangements that would be needed with this, which is the situation with all London Boroughs. Noise minimisation is the paramount factor for the asphalt mix used by the Council.

The resurfacing scheme had a limited budget and its primary aim was resurfacing the road, with other minor alterations to traffic calming if the budget permitted. This meant that no changes were possible to the raised entry treatment at the junction with New Kings Road to remedy the mistake made some years ago when the junction was remodelled. We are advised that in 2014/15 it is likely that there will be a corridor scheme which addresses New Kings Road and this would include the junction with Peterborough Road and the zebra crossing near to it. As part of this scheme, investigation work such as traffic counts and accident investigation will be undertaken and two rounds of consultation would also be carried out. Our concerns are already noted.

The bollard at the junction of Peterborough Road and Clancarty Road is not working on more days than the days when it does function, and the council says it is costing excessive

amounts of money to maintain. It is being monitored but no funds for any major remedial action will be available until the council's next financial year. We have advised that we do not consider a suggested CCTV camera would be an acceptable alternative to the bollard.

### 5 - Trees

Overhanging street trees have become a major issue for many members, who also have serious concerns about lack of action by the council. We have been able to establish the following:

- ❖ There is a rolling plan to replace all hornbeam trees which harbour the insects which exude a sticky substance with smaller maples which do not suffer from this problem.
- ❖ If a tree in front of your house is causing problems you need to make a request for it to be cut back but this must be supported by your neighbours who need to make their own independent requests. If it is a hornbeam then ask for a maple; Settrington Road is scheduled for this exchange.
- ❖ Regular pollarding is conducted on a rolling programme of three growing seasons. Depending on when the pollarding is carried out, this means that it can take place not three but every four calendar years.

Health & Safety dictates the priority for tree works and the council's arboriculturist has confirmed that the saplings in South Park close to the Settrington Road boundary wall will be removed as soon such work commences. The date has not yet been set.

### 6 - Carnwath Road Riverside and South Fulham Riverside SDP

Following receipt of a range of similar comments about the planning application for the three wharf sites in Carnwath Road, the council asked the site owners and architect to reconsider the application. A revised scheme is expected shortly which will be given a further, short public consultation before it is considered by the Planning Committee, provisionally at their December meeting.

The scheme is linked to the design brief in the South Fulham Riverside Supplementary Development Plan. This is still at draft stage and there is no news on the extent to which the views in our consultation submission have been accepted.

### 7 - Neighbourhood Watch

It is great to report that crime is at an all time low. This is partly due to the hard work of the Safer Neighbourhood Team. But even when the Olympics and Paralympics were on and they were short staffed, crime was low.

However, don't get complacent! With it getting dark so much earlier, do remember to leave lights on and not advertise that you are out.

### 8 - South Park

Maintenance report by Lance Pierson: The maintenance of the Park has improved enormously through the arrival of a much more helpful Council officer. We are making good progress with our list of 15 jobs for the year, though it's touch and go whether we'll get them all finished by Dec. 31st! In the children's play area, all fences are now dog-proof; there are new gates which work properly; the slide has safety-ropes; and there are benches in the previously 'standing-only' southern section. The south-east corner of the Park has been found NOT to be in danger of asbestos, and the warning notice removed. Work has begun on filling in potholes in the paths, though this is a long-term problem, which will only be fully solved when we find money for entirely new paths as part of the master plan. Estimates

have been accepted for re-rendering and re-painting the south-east wall; and we have an application in with a grant-making body to install cricket nets on the vacant space next to the tennis courts. We are still awaiting progress in making good much of the fencing round the basketball and multi-use games courts and the dog exercise area; and in adding lids to the litter-bins to prevent crows and foxes scattering rubbish. A few new bins with a better design have been installed, but the rest await attention.

Planting report by Beth Patrick : £1,800 has been made available to plant English blue bells, snowdrops and winter aconites. This will commence in November with help from three schools. Quadron will send helpers and supervisors. Plans for the rose garden and gardens just inside park entrances are being finalised prior to application to the SITA Trust for grant funding to cover the cost of implementing the plans. The SITA Trust supports community and environmental improvement projects through the Landfill Communities Fund.

### **9 - Peterborough School development**

All our concerns about the scheme have been fully recognised by the Council. Because the building is Grade 2 listed, the scheme is subject to consent from English Heritage. Until agreement with them is secured further information on the scheme and its progress will remain unavailable. This means the original timetable for scheme approval and construction has been delayed.

A meeting with the new Head Teacher of Ecole Marie d'Orliac has been arranged for the end of this month to discuss traffic and other matters.

### **10 - Imperial Road gas main works**

The work in Imperial Road causing traffic disruption is scheduled to continue until the end of January 2013.

#### **PRARA STANDING COMMITTEE AND MAIN CONTACTS**

*Co-ordinator:* Sue Oriel, Tel: 07768 231 058 Email: [sue@sueoriel.co.uk](mailto:sue@sueoriel.co.uk)

*Clancarty Road:* Anthony Williams, 59 Clancarty Road, SW6 3AH Tel: 7736 6045 Email: [Gileswill@aol.com](mailto:Gileswill@aol.com)

*Daisy Lane:* Guy Nicolson, 21 Daisy Lane, SW6 3DD Tel: 7736 8015 Email: [guy@guynicolson.co.uk](mailto:guy@guynicolson.co.uk)

*Settrington Road:* Marjorie Simonds-Gooding, 50 Settrington Road, SW6 3BA Tel: 020 7731 8866 Email: [marjorie@simonds-gooding.net](mailto:marjorie@simonds-gooding.net)

*Hugon Road & South Park Mews and Membership Secretary / Treasurer:* Jonnie Godfrey, 47 Hugon Road, SW6 3ER, Tel: 07952 016 223 Email: [jgodfrey@icuknet.co.uk](mailto:jgodfrey@icuknet.co.uk)

*Sullivan Road:* Brendan Bird, 1 Sullivan Road, SW6 3DT Tel: 7736 8722 Email: [brendanbird3@btinternet.com](mailto:brendanbird3@btinternet.com)

*Peterborough Road North:* Fenella Gray, 65 Peterborough Road SW6 3BT Tel: 7751 0119 Email: [fenellagray@waitrose.com](mailto:fenellagray@waitrose.com)

*South Park:* Beth Patrick, 69 Clancarty Road, SW6 3BB Tel: 7731 0573 Email: [bethpatrick1@gmail.com](mailto:bethpatrick1@gmail.com)

*Neighbourhood Watch* : Lance & Sue Pierson, 48 Peterborough Road, SW6 3EB Tel: 7731 6544 Email: [lance@lancepierson.org](mailto:lance@lancepierson.org)

*Duke on the Green liaison:* Chrissy Stenning, 15 Peterborough Road, SW6 3BT Tel: 7736 8053 Email: [clstenning@yahoo.co.uk](mailto:clstenning@yahoo.co.uk)

*Planning Representative:* Paul Leonard, 21 Peterborough Road, SW6 3BT Tel: 7384 2706 Email: [Paulleonard@leonarddesigns.com](mailto:Paulleonard@leonarddesigns.com)

*Hon. Secretary & Peterborough Road South:* Ann Rosenberg, 72 Peterborough Road, SW6 3EB Tel: 7731 5151 Email: [anntony@which.net](mailto:anntony@which.net)

5th November 2012

**Appendix**

**DOES LONDON NEED A SUPER SEWER?**

**“The Thames Tunnel is a 19<sup>th</sup> century solution to a 21<sup>st</sup> century problem”  
*Colin Green, Professor of Water Economics.***

PRARA is supporting Clean Thames Now and Always, (CTNA), a think tank composed of a group of concerned Londoners who are urging the Government to look again at Green Infrastructure (GI). This offers a workable alternative solution to London's rain water run off problem rather than continue to support the disruption and escalating cost of the proposed 23 Km, (15.5 mile,) Thames Tunnel or 'super sewer' running under the Thames from West to East London.

CTNA's research has revealed that many cities have the same rain water run off problem as, like London, they have gradually lost their green spaces to development. Some cities in America have opted for the hugely expensive deep tunnel solution and found it failed to deal effectively with rain water run off. But those cities which have opted for the alternative of Green Infrastructure have found it not only successfully dealt with the problem but was cheaper with a minimum cost of maintenance, and enhanced urban quality of life.

What is revealed is that tunnels are very expensive and not 100% efficient in dealing with unpredictable amount of rainfall brought about by climate change. The cost of the Thames Tunnel was estimated at £1.7bn in February 2005. Estimated costs were stated in 2007 by the then Government to be "at least £2 billion". This figure then rose to a revised figure of £3.6bn as announced in a ministerial statement on 10th September 2010 and is currently estimated at £4.6bn i.e. a 161% increase when inflation would indicate a maximum increase of 33% over the same period. That is headline cost. What we would eventually pay is far higher. Operational and maintenance costs could bring the total to an estimated £12bn.

During this time Philadelphia in the USA, which has double the annual London rainfall plus heavy snowfall, rejected the tunnel solution and decided to try Green Infrastructure. They demonstrated that it works, is cheaper and is environmentally friendly, (see a 3 minute video on the [www.cleanthames.org](http://www.cleanthames.org) website). This proof was sufficient to persuade the Mayor of New York to endorse GI, and other major cities in Europe and Asia are also taking this up as a cheaper, environmentally friendly and efficient way to harvest rain and deliver better air quality.

The prominent campaign group 38 Degrees is supporting CTNA's drive to raise awareness among Thames Water's 8 million London customers and the 6 million people who live outside, to the physical and economic impact the tunnel will have on their lives. CTNA calculates that the proposed additional £80 a year levy on water bills, imposed in perpetuity, will raise £billions and maybe £trillions over the projected 100 year lifetime of the tunnel. The Thames tunnel will be a Thames

Water asset (it's a private utility company), paid for by its customers who won't own it, but which will benefit its overseas shareholders, principally Macquarie Bank in Australia. Because no insurance company is prepared to underwrite the long term risks associated with the tunnel, the UK government created an Act of Parliament whereby tax payers would underwrite the scheme.

Apart from the fact that those 6 million Thames Water customers who live outside London will receive no benefit from the 'super sewer', the elderly who would pay the levy (£80 a year represents a pint of milk and two loaves of bread a week to a pensioner), will probably not live to see its completion in 2023/27. And today's young generation will pay for it for the rest of their lives. The 'super sewer' cost is out of all proportion to deal with the 27 inches of London's average annual rainfall nor will it deal with local London flooding. The treatment works will also be scheduled to spill into the Thames 4 times a year, killing the fish and wildlife.

Green Infrastructure is incremental. There is short term minimal disruption and with the technology now available, it will be cost effective and start to deliver a clean Thames in 2 years, not ten years like the 'super sewer'. Unlike the 'super sewer' it will also provide permanent jobs, harvest rainwater and deliver clean air.

By signing the 38 Degree campaign asking the Government to consider the cost/benefit of GI, Londoners have a once-in-a-century opportunity to transform their quality of life. This will create a healthier, cleaner, environmentally friendly city, with the added cost/benefit of the boost to the job market without it costing the earth.

CTNA has the support of residential groups and a number of environmental organisations including Thamesbank, and also Tim Smit, creator of the Eden Project.

You may sign the campaign online, or contact a member of the PRARA committee and sign the paper campaign. There is more information on the CTNA website: [www.cleanthames.org](http://www.cleanthames.org). which will also have a link to the online campaign.

*This briefing paper has been supplied by Clean Thames Now and Always*