

# Bermondsey and Rotherhithe Community Council

Wednesday 30 January 2013

7.00 pm

St James' Church, Thurland Road, London SE16 4AA

## Membership

Councillor Nick Stanton (Chair)  
Councillor Michael Bukola (Vice-Chair)  
Councillor Anood Al-Samerai  
Councillor Columba Blango  
Councillor Denise Capstick  
Councillor Mark Gettleson  
Councillor Jeff Hook  
Councillor David Hubber  
Councillor Paul Kyriacou

Councillor Richard Livingstone  
Councillor Linda Manchester  
Councillor Eliza Mann  
Councillor Catherine McDonald  
Councillor Graham Neale  
Councillor Wilma Nelson  
Councillor Paul Noblet  
Councillor Lisa Rajan  
Councillor Michael Situ

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 22 January 2013



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
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.

Item No.	Title	Time
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES</b> (Pages 1 - 11)	
	To confirm as a correct record the minutes of the meeting held on 10 October 2012.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
7.	<b>TRAFFIC AND TRANSPORT WORKSHOPS</b>	7.20pm
	Workshops around traffic and transport issues in Lower Road, Jamaica Road, London Bridge and the Old Kent Road.	
8.	<b>WORKSHOP FEEDBACK</b>	8.00pm
	Councillors to give feedback on the discussions in the workshops.	
9.	<b>COMMUNITY ANNOUNCEMENTS / COMMUNITY SAFETY UPDATES</b> (Pages 12 - 13)	8.10pm
	<ul style="list-style-type: none"> <li>• Southwark Helping Hands</li> <li>• SHP Tenancy Support (Southwark and Lambeth)</li> <li>• Grange Community First</li> <li>• Youth Community Council</li> <li>• Borough Commander, Chief Superintendent John Sutherland</li> </ul>	
	<b>BREAK / COMMUNITY FUND SESSION 8:30PM</b>	
10.	<b>PROJECT BANK FEEDBACK</b>	8.45pm
11.	<b>NEIGHBOURHOOD FORUMS</b> (Pages 14 - 15)	9.05pm
	Councillors to comment on the reports below.	

Item No.	Title	Time
11.1.	<b>BANKSIDE NEIGHBOURHOOD FORUM</b> (Pages 16 - 26)	
11.2.	<b>BERMONDSEY NEIGHBOURHOOD FORUM</b> (Pages 27 - 38)	
11.3.	<b>BERMONDSEY VILLAGE ACTION GROUP</b> (Pages 39 - 48)	
12.	<b>PUBLIC QUESTION TIME</b> (Pages 49 - 50)	9.15pm
	<p>A public question form is included on page 49.</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>Responses may be supplied in writing following the meeting. Responses to queries raised at previous meetings can be found on page 50.</p>	
13.	<b>RIVERSIDE 20MPH ZONE AND TRAFFIC MANAGEMENT PROPOSALS</b> (Pages 51 - 82)	9.25pm
	Councillors to comment on the recommendations in the report.	
14.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 83 - 91)	9.30pm
	<p><b>Note:</b> This item is an executive function.</p> <p>Councillors to consider the recommendations contained in the report.</p>	
15.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.35pm
	<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 March 2013.</p>	
	<b>OTHER ITEMS</b>	
	The following item is also scheduled for consideration at this meeting:	

**Item No.**

**Title**

**Time**

**16. COMMUNITY INTRASTRUCTURE PROJECT LIST REPORT**

**Note:** This item is an executive function.

Date: Tuesday 22 January 2013



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

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**CONTACT:** Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: [gerald.gohler@southwark.gov.uk](mailto:gerald.gohler@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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

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

### **DEPUTATIONS**

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

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please telephone 020 7525 7420.**



## BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL

MINUTES of the Bermondsey and Rotherhithe Community Council held on Wednesday 10 October 2012 at 7.00 pm at The Finnish Church in London, 33 Albion Street, London SE16 7HZ

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**PRESENT:**

- Councillor Nick Stanton (Chair)
- Councillor Michael Bukola (Vice-Chair)
- Councillor Anood Al-Samerai
- Councillor Columba Blango
- Councillor Denise Capstick
- Councillor Mark Gettleson
- Councillor David Hubber
- Councillor Richard Livingstone
- Councillor Eliza Mann
- Councillor Catherine McDonald
- Councillor Graham Neale
- Councillor Wilma Nelson
- Councillor Paul Noblet
- Councillor Lisa Rajan

**OFFICER  
SUPPORT:**

- Ray Boyce (Head of Older People Services)
- Tim Cutts (Team Leader, Planning Policy)
- Gill Kelly (Community Councils Development Officer)
- Tom Kemp (Principal Surveyor, Bermondsey Spa)
- Michelle Normanly (Senior Project Manager)
- Simon Phillips (Principal Transport Planner)
- Dan Taylor (Principal Project Officer)
- Gerald Gohler (Constitutional Officer)

### 1. INTRODUCTIONS AND WELCOME

The chair welcomed residents, councillors and council officers to the meeting. He went on to thank the Finnish church for welcoming the community council.

## 2. APOLOGIES

There were apologies for absence from Councillors Jeff Hook, Paul Kyriacou, Linda Manchester and Michael Situ; and for lateness from Councillors Mark Gettleson, Graham Neale, Catherine McDonald and Lisa Rajan.

## 3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillors made the following declarations in relation to:

### **Agenda item 14: Reallocation of Community Council Fund under spend**

Councillor David Hubber, pecuniary interest, as he is a member of the Surrey Docks Farm Provident Society.

Councillor Lisa Rajan, pecuniary interest, as she is a member of the Surrey Docks Farm Provident Society.

Councillor Paul Noblet, pecuniary interest, as he is a member of the Surrey Docks Farm Provident Society.

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

There were none.

## 5. MINUTES

### **RESOLVED:**

That the minutes of the meeting held on 12 July 2012 be agreed as an accurate record, and signed by the chair.

## 6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

## 7. COMMUNITY ANNOUNCEMENTS

The chair made the following announcements:

- Attendance Monitoring Forms – The chair informed the meeting that community engagement officers were collecting information to check how well the attendance at community councils reflected the local community. He encouraged people to fill in the forms.

- Annual Resident Satisfaction Survey – the council was currently conducting its 2012 Tenant and Leaseholder Satisfaction survey and sending out questionnaires to over 15,000 residents across the borough. The information would be used to improve council services to leaseholders. For further information, contact Brian Kasule on 020 7525 0863 or at [brian.kasule@southwark.gov.uk](mailto:brian.kasule@southwark.gov.uk).
- Community Restoration Fund (CRF) – Supporting Young People: In this one-off fund, the same amount was set aside for each ward, which for the Bermondsey & Rotherhithe community council area amounted to £26,190. It was designed to restore local community pride following the disturbances last August, and to deliver longer-term solutions to support business and young people in Southwark. The youth community council would make recommendations to the cabinet member for Children's Services, who would make the formal decision about funding.

The chair went on to announce the following other events:

- Sunday 11 November at 11am – Annual Remembrance Services at West Lane and at the old Southwark Town Hall on Walworth Road.
- Tuesday 13 November at 2.30pm - HRH Prince Edward, The Earl of Wessex will be visiting Kings Stairs Gardens to unveil the Diamond Jubilee inscription on the Jubilee Stone. All welcome.
- Friday 23 November to Sunday 25 November - Scandinavian Christmas Fair in Albion Street

At this point, Councillor Mark Gettleson joined the meeting.

Sally Causer, Development Manager at Southwark Citizens' Advice Bureau (CAB), informed the meeting that outreach advice sessions by the CAB had started at the Canada Water Library every Wednesday from 10am to 12noon. There was also a special advice session around energy and fuel bills on 24 October 2012 from 11am to 3pm. Another event for council leaseholders would be held in Camberwell on 7 November 2012 in the evening. This event would provide advice around leaseholder and major repairs charges and other leasehold related issues. More information would be sent out with the council's quarterly service charge statements.

Ray Boyce, Head of Older People Services, informed the meeting that a consultation was underway looking at the council's provision of day services for people with dementia. There were currently two day centres - in Southwark Park and Dulwich - both of which did not meet the needs of service users and their carers. The council was looking into launching a new service in a centre of excellence. Ray offered to send more information to any residents who left their contact details with the Constitutional Officer.

Claire Sexton, from London Bubble, told the meeting about the "Docks to Desktops" intergenerational project. The project included collecting local people's stories about working in the factories and docks which had previously been in the area. The stories would be made into a performance piece. She encouraged people to submit their

stories or pictures, or to volunteer for interviewing, transcribing and researching. Responding to a question from the floor, Claire said that the stories and pictures collated would be archived and displayed on a website, as this was part of the stipulations by one of the funders, the Heritage Lottery Fund.

Gary Glover informed the meeting that the Alfred Salter statue project was progressing well, that a website was up and running. People would also be able to pledge money on a 'JustGiving' webpage soon. The money raised in this way would be matched by Southwark council. He said the project was going to work with the artist who had made the original statues. The group would also be meeting on Sunday 13 Jan 2013 4pm at St Peter's, Paradise Street to discuss options.

## **8. GENERAL OVERVIEW - REGENERATION IN THE AREA**

The chair said that this item was designed to be a whistle-stop tour of large regeneration projects in the newly merged community council area, so that all attendees got to find out what was happening across the area.

### **London Bridge**

Dan Taylor, Principal Project Officer, gave an overview of the major regeneration projects in the community council area. He reminded the meeting that the council's core strategy set out its plans for the London Bridge area to become a thriving mixed use centre. The following projects sat underneath this strategy. London Bridge Station itself would see large-scale refurbishment worth £400m, which would increase the station's size and capacity. It would also create a north-south link through the station from Tooley Street and St Thomas Street, and an open space between Weston Street and Stainer Street. Planning permission had been granted in September 2011, preliminary works had started. The building works would probably last up to five years. Because of the inconvenience with noise and disruptions, a community forum had been set up to regularly consult with residents. This would be meeting quarterly. In terms of the area around the station, the Shard would be fully completed in March 2013 including the restaurant and viewing gallery; the hotel would open in April 2013. Part of the development of the Shard was the neighbouring "The Place", also due for completion in April 2013, as well as a jobs programme in which local people could get training. The new bus station had been completed since June.

There were two further projects taking place in the area: the Guy's Tower re-clad which would be completed by October 2013, and 1 Tower Bridge which was a mixed use development, whose construction would run until November 2016. It would include 400 residential units and a cultural and retail spaces.

### **Bermondsey Spa**

Tom Kemp, Principal Surveyor - Bermondsey Spa, outlined the background to the Bermondsey Spa development which had been adopted in the 2000 master plan. Part of the development were 1,500 new homes, a large part of which were affordable. The new Spa Park, health centres, new community facilities such as the new Salmon Youth Centre, as well as commercial units were also part of the scheme. More developments were going to be coming on-stream: Notting Hill Housing was developing new units on the corner of Grange Walk and the Neckinger, which

comprised 205 new units, half of which were affordable. Hollybrook Homes would redevelop 19 Spa Road (the former Town Hall) resulting in 41 new homes. The conversion of the redundant railway arches in St James's Street would create commercial spaces, which in turn would generate 300-400 jobs. All these and further schemes would generate Section 106 funding. In answer to a question from the floor, Tom Kemp responded that the old Bermondsey Town Hall would not be demolished, but refurbished, as the external facade and the atrium were both listed. A question was raised about access by local people to the brass plaque listing past mayors of the former borough of Bermondsey, which was located in the old Town Hall building. The meeting heard a call for the developer to grant general access to local people to the plaque.

**ACTION:** Officers to report back on granting access to local people to the plaque in old Town Hall building in Spa Road.

### **Canada Water**

Dan Taylor informed the meeting that there was much regeneration activity going on around Canada Water, as laid out in the Canada Water Action Plan. This set the goal of creating more shopping, residential and civic usage in the area. There were several developers present who would be able to answer people's questions during the workshop and the break. He went on to talk about the most important sites: The Daily Mail was relocating its print operations from Harmsworth Quay to Essex, so the freeholder – Southwark council – was trying to secure an alternative use for the site. The Daily Mail's lease was likely to be sold to British Land (whose representatives were in attendance). There were proposals from King's College (in attendance) to open a new campus on the Mulberry Business Centre site, on which they had an option to buy. Site C and E in the Area Action Plan were also about to have planning applications submitted by the Sellar group (who were also present). The owners of Surrey Quays shopping centre, British Land, had put in an application to extend the shopping centre, but this had gone to judicial review, because the car parking structure had been refused planning permission. In terms of Albion Street, an action plan had been put together, about which there would soon be a public consultation. The report contained the following work streams: Albion Primary School site options, Albion Estate (primarily regarding anti-social behaviour, and the poor state of the blocks), Rotherhithe Library (which was going to be redeveloped by Canada Quays, who were also present), and public realm. A consultation about Albion Street was currently underway, and David Taylor from Canada Quays Ltd was in attendance to canvass people's view.

Tim Cutts, Team Leader, Planning Policy, informed the meeting that the Area Action Plan was being refreshed at the moment to take account of these changes, and would include preferred options for Harmsworth Quays. There would be a public consultation event in the form of a workshop around the future of Harmsworth Quays on Saturday 17 November 2012 at 10am, at Alfred Salter Primary School, Quebec Way, SE16. For further information about this meeting, please contact Tim Cutts, Team Leader Planning Policy, [tim.cutts@southwark.gov.uk](mailto:tim.cutts@southwark.gov.uk) or 020 7525 5380.

The chair explained that over the last ten years a lot of development had taken place from London Bridge, along the Jubilee Line extension, all the way to Rotherhithe. Moneys from Section 106 payments could be used for affordable housing, but also for

health, education or infrastructure projects in the area affected by the proposed development. The workshops later in the meeting were designed to provide a focus on what money could be spent on. Suggestions arising from the workshops would be kept in the project bank, to be used for Section 106 spend and for the Community Infrastructure Levy which would soon be replacing most of Section 106 spend.

## **9. COMMUNITY INFRASTRUCTURE LEVY / CLEANER GREENER SAFER LAUNCH**

### **Community Infrastructure Levy**

Tim Cutts, Team Leader - Planning Policy, explained that the Community Infrastructure Levy (CIL) would replace most Section 106 payments. CIL would not be negotiated, but was mandatory; and payments due would be established before the development started. There were some exceptions to this, for example for developments by charities and affordable housing developments. The moneys raised could only be used for infrastructure. After 2014, the use of Section 106 would be very limited. Under CIL, it would also not be possible to pool moneys to be spend on a larger improvements, for open spaces or public transport, for example. After the introduction of CIL, Section 106 would be more site specific and could be used for things like access roads.

Tim went on to outline the different zones and charges which would be applied under CIL, and which were currently being consulted upon. These ranged from payments of £400 per square meter in the most expensive zones to £50 per square metre around the Old Kent Road and in Peckham. Office developments would only be asked to pay in the most expensive zone. He went on to say that some of the CIL could be used to fund projects on the project bank, and that its main purpose was to support growth. The "CIL infrastructure plan" was going to be adopted over the next year. Guidelines around CIL were expected from central government over the course of the year.

In answer to questions from the floor and from councillors Tim explained that the proposed charges reflected the land value in the area. He explained that transport links had been a factor in putting together the proposed pricing and zones, as well as the fact that property prices west of Shad Thames increased enormously. He went on to explain that, in principle, CIL moneys could be used all over the borough, on strategic aims, and that it could include issues like the traffic on Lower Road. Tim reminded the meeting that the council was about one year away from generating CIL funding.

The chair remarked that the new regime would bring more freedom, but that the council needed to make a list of its strategic priorities. The meeting also heard that Strategic Section 106 funding could be used further away from the proposed development (see item 15), as long as a "a meaningful proportion" was used for local infrastructure.

In answer to further questions, Tim explained that where developers chose to build was up to them, but that the zones and charges reflected the market value of the land. Developers tended to locate their developments in areas, where they stood to make the most profit. The zones and charges would be reviewed periodically and if changes were proposed, there would be a formal consultation process about this. In terms of using CIL to improve the current housing stock, this was currently under discussion

with the Mayor of London.

For further information about CIL, please contact Tim Cutts, Team Leader Planning Policy, [tim.cutts@southwark.gov.uk](mailto:tim.cutts@southwark.gov.uk) or 020 7525 5380.

### **Cleaner Greener Safer**

Michelle Normanly, Senior Project Manager, informed the meeting that the application process for the Cleaner Greener Safer Fund 2013/2014 was now open. There was a combined budget of just under £550,000 for capital programmes (for physical changes/improvements to the area) and revenue funded projects (like extra street cleaning, reusable shopping bags) in the Bermondsey and Rotherhithe Community Council area. There was only one application form for both funds, and officers would direct eligible projects to the right programme. In a further change to the procedures, organisations could now apply for funding and manage the project themselves. The current round of applications closed on 30 November 2012.

## **10. PROJECT BANK REFRESH**

The chair introduced this item by saying that the following were examples of projects which residents may want to ask for, as part of the project bank.

Russell Dryden told meeting that superstores had put retailers in Albion Street and on the Blue Anchor Market under pressure. The South Bermondsey Partnership had been instrumental in improving the Blue. Shopkeepers, residents and the council had negotiated the changes needed and had come up with an end result that all could be proud of. The Community Restoration Fund would also provide £30,000 to the Blue, which would be used to help businesses and residents to take the management of the area into their own hands.

Reverend Charlie Moore from St Mary's Church in Bermondsey Street, showed "before and after" pictures of the improvements, which had been made to the church and the churchyard. The churchyard had opened in April 2012. Responding to a question, Rev Moore explained that making the changes to the church had been a 10-year process, even after the initial planning permission had been received.

Councillor Michael Bukola introduced Jeremy Leach from Living Streets. Jeremy gave an overview of the history of and the current problems with the Old Kent Road. These included: the increasing residential population, the number of accidents involving pedestrians and cyclists, the large number of lanes and high volume of traffic. He went on to say that residents wanted a more attractive place to live, and that it was likely that denser developments and communities would develop along the road. He suggested the following measures to make the Old Kent Road more liveable and less dangerous to pedestrians and cyclists: narrowing the carriageway, improving frontages, introducing 20mph speed limit from Dunton Road to East Street, removing the fly-over (or turning it into an open space), restoring trams down the Old Kent Road.

The meeting then split into workshops with the following themes: London



Bridge/Bermondsey, Canada Water and Rotherhithe, and “around the Old Kent Road.”

This was followed by the break.

## **11. SAFER NEIGHBOURHOODS TEAMS**

Sergeant Rob Evans informed the meeting that a decision had been taken to close Rotherhithe police station, as it only offered poor working conditions to police staff stationed there, was under-occupied and not fit-for-purpose. It was now being marketed for disposal.

The chair said that in the future, the community council may want to invite someone from the Mayor’s office to talk about this. Concerns were expressed about the loss of front counter facilities. The meeting heard that it was important that police stations were not closed without a replacement front counter service being put in place. The chair said this reinforced the need for a community assets register, which was currently being consulted upon. The register would flag up buildings important to the community, which they may be able to find funds for and run themselves.

The meeting heard that Sergeant Evans was leaving Southwark to take up a post in Bexley, and that the community and councillors were sad to see him go. He had put in place the award winning “Gamers” project, in which police officers play computer games with local young people, and which had subsequently been rolled out throughout the Met.

The chair announced that he would alter the sequence of the remaining agenda items, as follows:

- Connect2 cycling and walking project (Element 5) - results of public consultation
- Allocation of Cleaner Greener Safer under spend
- Local Parking Amendments
- Strategic S106 funds for transport projects across
- Reallocation of Community Council Fund under spend
- Public Questions

## **12. (FORMERLY ITEM 13) CONNECT2 CYCLING AND WALKING PROJECT (ELEMENT 5) - RESULTS OF PUBLIC CONSULTATION**

Councillors considered the information contained in the report.

The meeting heard that a memorial to the late Barry Mason was to be erected as part of this scheme, and that this would be in the shape of a bicycle and a bird.

### **RESOLVED:**

That the community council welcomes the scheme being put in place.

### 13. (FORMERLY ITEM 15) ALLOCATION OF CLEANER GREENER SAFER UNDER SPEND

**Note:** This item is an executive function

Councillors considered the information contained in the report.

**RESOLVED:**

That Bermondsey and Rotherhithe Community Council:

1. Approves the allocation of £29,399 to Shuttleworth Park lighting improvements to address anti-social behaviour and security concerns.
2. Approves the allocation of £29,399 to Shuttleworth Park lighting improvements to address anti-social behaviour and security concerns.

### 14. (FORMERLY ITEM 17) LOCAL PARKING AMENDMENTS

**Note:** This item is an executive function

Councillors considered the information contained in the report.

**RESOLVED:**

1. That the following local parking amendments, detailed in the appendices to the report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Long Lane – install at any time waiting restrictions between Tower Bridge Road and Bermondsey Street
  - Rolls Road junction with Oxley Close – remove one parking space to accommodate larger cycle gap
  - Rolls Road, southern footway, between Oxley Close and Cooper's Road - remove the existing one-way cycle lane and convert the full width of this stretch of footway to shared-use (pedestrians and cyclists)
  - Adjacent to footpath between Stevenson Crescent and Sheppard's Drive – install double yellow lines
  - Catlin Street junction with Stevenson Crescent - convert short stretch of southern footway to shared-use (pedestrians and cyclists).
2. That the following local parking amendment, detailed in the appendices to the report, be brought back to the next meeting, so that residents' concerns can be addressed:

- Masters Drive – install double yellow lines in the turning head

## 15. (FORMERLY ITEM 12) STRATEGIC S106 FUNDS FOR TRANSPORT PROJECTS ACROSS THE BOROUGH

Simon Phillips, Principal Transport Planner, introduced the report and highlighted that there were £266,000 earmarked to start the design work for changing the road lay-out on Lower Road. Councillors commented that they hoped the amount earmarked would be dedicated to getting some “quick wins”, and enquired what had happened to the multi-modal study which the council had conducted a few years ago. Concerns were expressed that works proposed in the report should not duplicate the work of previous studies. The meeting also heard that development should happen only after adequate infrastructure had been put in place, not the other way around. Simon Phillips explained that the cost of the project on Lower Road was about £3m, which was less than the original estimate of £9m, however further Section 106 contributions would be needed and match-funding from Transport for London (TfL) had been applied for. The multi-modal study had helped put together the current designs and had brought forward the date that the other works could be undertaken. Simon confirmed that a right turn from Lower Road into Surrey Quays Road was also among the options which could be explored.

In terms of the proposals for Elephant and Castle contained in the report, Simon explained that the proposal was to improve the Northern roundabout and access to the Northern Line Underground station. The meeting heard that the amount allocated would not be enough to fund the Elephant & Castle project. A question was raised whether this money could not be transferred to the Lower Road project. Further points raised included: support for the Peckham Rye station, the 24-hour bus lane on Jamaica Road and speeds on the Lower Road roundabout. The meeting heard that the 24-hour bus lane was currently being reviewed by TfL.

Simon responded it was possible to revise the project proposals, but that the decision would be taken by main planning committee. Match funding for the Camberwell project had come from TfL. The Jamaica Road issue would be looked at as part of the scheme to combat rat running, which was currently being consulted on. He encouraged residents to fill in the consultation form.

### RESOLVED:

1. That the following comment should be fed back: Previous work undertaken on Lower Road should not be duplicated. A practical programme of works should be set out and fed back to councillors
2. That the community council asks officer to provide information for the next meeting, which developments the Section 106 funds are proposed to be taken from

**ACTION:** Simon Phillips to provide information about which developments the Section 106 funding in the report is proposed to be taken from, and to set a practical programme of works, which is to be fed back to councillors.

**16. (FORMERLY ITEM 14) REALLOCATION OF COMMUNITY COUNCIL FUND UNDER SPEND**

**Note:** This item is an executive function

At this point Councillors David Hubber, Paul Noblet and Lisa Rajan withdrew from the meeting.

The remaining councillors considered the information set out in the report.

**RESOLVED:**

That the under spend of £1,345.50 from the Bermondsey & Rotherhithe Community Council Fund 2012-13 be allocated as follows:

- An award of £672.75 to be reallocated to the Surrey Docks Farm towards the cost of a Harvest Festival event
- An award of £672.75 to be reallocated to Stave Hill Ecology Park towards the cost of a wood chipper

**17. (FORMERLY ITEM 16) PUBLIC QUESTIONS**

The meeting heard a comment that more time should have been given to questions from the floor.

A question was raised about noise pollution from a business in the arches opposite the new buildings at Bermondsey Spa. The chair responded that the ward councillors would speak to the resident and look into it.

The next meeting of the community council is scheduled for Tuesday 27 November 2012.

Meeting ended at 9.45 pm

**CHAIR:**

**DATED:**



London Borough of Southwark  
 Livesey Safer Neighbourhoods Team  
 Telephone: 020 7232 7153  
 Email: Livesey.snt@met.police.uk  
 www.met.police.uk/teams/southwark/Livesey

## Your Safer Neighbourhoods Team Priorities

Our priorities are set by your local neighbourhood panel. The panel is made up of members of your community who meet regularly with us to discuss issues of concern in your area and how they will be resolved. The following gives you information about the priorities that have been set and the actions we are taking to tackle them. If you are interested in becoming a neighbourhood panel member please contact us.

<b>Priority</b>	<b>Tackling Drugs on Meeting House Lane SE15</b>
<b>Date set</b>	17 November 2011
<b>Action taken/going to be taken</b>	Following residents complaints this area was made a long term priority for Livesey Team and identified for intense action. They were supported by other southwark units due to the scale of the police response. I previously reported that during March 2012 seven search warrants were executed and in September five suspects were charged with being involved in the supply of drugs and allowing premises to be used for supply. The court case is due in the new year. The environment has improved, crime reduced and individuals hanging around the parade of shops have gone making the area feel safer.
<b>Last updated</b>	October 2012

<b>Priority</b>	<b>Tackling anti social behaviour linked drugs on Queens Road</b>
<b>Date set</b>	28 June 2012
<b>Action taken/going to be taken</b>	Our Ward panel have tasked us with the reduction in crime and anti social behaviour in the area North of Queens Road. We have started a problem solving process. Increasing after school robbery patrols and drugs detections in this area. In September a warrant was executed and seven suspects were arrested. Work continues on this priority.
<b>Last updated</b>	October 2012

<b>Priority</b>	<b>General Anti-social behaviour on Ward</b>
<b>Date set</b>	November 2011
<b>Action taken/going to be taken</b>	Progress continues with reduction in crime figures for the ward and the level of anti social behaviour. We have worked through a number of issues involving neighbour disputes and youths causing a disturbance. PCSO's continue their daily patrol of the whole ward concentrating on areas reported to us on the above number. Areas reported for extra patrols are: Studholme Street and Tustin Estate.
<b>Last updated</b>	October 2012

**John Sutherland**  
**Southwark Police Borough Commander**



John is 42 years old, married with three daughters and lives in South London.

John joined the Metropolitan Police in September 1992.

On 5 November 2012, John took up the post of Borough Commander for Southwark Police.

**Points of note in career:-**

- Previously Borough Commander at Camden
- Experienced Football Match Commander (Fulham, Chelsea & Arsenal)
- Member of the Met's national and international Hostage Negotiator Cadre
- Specific professional interest in Gangs and Serious Youth Violence
- A trustee of two charities: Catch 22 & Eden London
- A member of the Centre for Social Justice national Working Group on Youth Justice

**Personal Interests include:-**

- Faith
- Family
- Films
- Music
- The Great Outdoors

## **What is Neighbourhood planning?**

Neighbourhood planning was introduced under the Localism Act 2011 to give members of the community a more hands on role in the planning of their neighbourhoods. It is a process that is led by the community and supported by the Council.

Neighbourhood planning needs to be a positive process, so it cannot be used to block development that is needed in the borough. However, it could be used to influence the type of development that takes place in a neighbourhood, whereabouts it takes place, what it looks like and the mix of uses that are included.

Regulations have been produced that provide a framework for neighbourhood planning. The Regulations set out what is required from local groups who wish to undertake neighbourhood planning and what the role of the local authority will be in supporting this.

Neighbourhood planning can be pursued in three different ways:

- **Neighbourhood Plan** – a plan that sets out policies for new development in the neighbourhood. Plans must be positive and encourage sustainable development.
- **Neighbourhood Development Order (NDO)** – An NDO means that certain types of development can take place in an area without the need to apply for planning permission
- **Community Right to Build Order** – Similar to an NDO, but this gives the residents within the neighbourhood the power to actually undertake certain development without the need to apply for planning permission

## **Neighbourhood planning process**

Neighbourhood planning can only be carried out by a neighbourhood forum or a parish council. A neighbourhood forum needs to meet certain requirements and be approved by the local authority. If you are interested in finding out about the process required to become a neighbourhood forum, please contact the planning policy team.

Only one group can undertake neighbourhood planning in a particular neighbourhood. When an application to create a forum is made to the Council, we advertise the application through our website. At this stage, other groups of individuals have a 28 day window to register their own group.

When more than one group is interested in preparing a neighbourhood plan for the same area, we will encourage the groups to work together.

When it has been agreed that a neighbourhood forum will prepare a neighbourhood plan for an area, they will take the lead and the council will provide support. It is up to the neighbourhood forum to consult and involve local people in the preparation of the plan but the council will, of course, provide advice on how to go about this.

Before a neighbourhood plan can be adopted there will be an examination in public where an independent examiner will consider whether the plan should go forward to be voted on at a local referendum, in which everyone living in the area covered by the neighbourhood plan will be able to vote for or against its adoption. If the neighbourhood area is a business area, then local businesses may also be eligible to vote. If more than 50% of votes are in favour of the plan then it will be adopted.

### **Neighbourhood Planning in Southwark**

When the Localism Bill was first published in November 2010, the Government announced a programme of pilot projects where local authorities could work with community groups to explore some of the principles of neighbourhood planning in advance of the proposals becoming law.

Southwark was selected by the government's Department for Communities and Local Government as one of these neighbourhood planning front runner authorities and since then, Southwark Council has been working with groups in **Bankside** and **Bermondsey** to prepare two separate neighbourhood plans for their areas.

We will update this page regularly to publicise any applications to create new Neighbourhood Forums in Southwark, making clear the areas that these forums will cover. Once neighbourhood forums are in existence, we will also use this page to publicise their Plans and/or Orders.

### **Neighbourhood Planning in Bankside**

The Bankside neighbourhood plan process is being led by the Bankside residents' forum. Further information about their ideas for the area is available on their website: [www.wearebankside.com](http://www.wearebankside.com). An application for the residents' forum to be formally designated as a Neighbourhood Forum for the purposes of neighbourhood planning was made in October 2012.

#### **Current Consultations**

- Bankside Neighbourhood Area and Bankside Neighbourhood Forum applications

#### **BBLB SPD**

When the neighbourhood planning front runner programme was announced, Southwark Council, in consultation with the Greater London Authority, decided to suspend work on the preparation of the Bankside, Borough and London Bridge Supplementary Planning Document (SPD).

The council will continue, in consultation with the GLA, to keep under review the need to resume work on the preparation of the Bankside, Borough and London Bridge SPD (which is also intended to form the Mayor's Opportunity Area Planning Framework - or OAPF - for the area).

It is not expected that the neighbourhood plans being prepared in the area will not remove the need to have a clear planning framework for the whole opportunity area in the form of an SPD/OAPF and it is expected that work will resume on the preparation of this during 2013.



<b>Item No.</b> 11.1	<b>Classification:</b> Open	<b>Date:</b> 30 January 2013	<b>Meeting:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Neighbourhood Planning – Application for a neighbourhood development area and also for qualifying body status by Bankside Neighbourhood Forum	
<b>Ward(s) or groups affected:</b>		Riverside, Grange	
<b>From:</b>		Chief Executive	

## RECOMMENDATION

1. That the community council comment on the proposal for Bankside Neighbourhood Development Area and also Bankside Neighbourhood Forum against the criteria as set out in paragraph 9 of the report.

## BACKGROUND INFORMATION

2. The Localism Act 2011 introduced new processes for communities to get involved in the planning of their areas through the preparation of neighbourhood plans and neighbourhood development orders. This provides local communities through parish councils or neighbourhood forums to be able to shape and encourage delivery of new development.
3. A neighbourhood plan may contain a range of policies or proposals for land use development that will be used as part of determining decisions on planning applications. It can also grant planning permission through neighbourhood development orders for a particular, defined type of development in an area or a specific site.
4. The local authority must agree to a neighbourhood forum being a 'qualifying body' for the purposes of the Act and must agree the area for which a neighbourhood plan or development order is to be prepared. There are specific requirements set out in the Act and the neighbourhood planning regulations for neighbourhood forums to be designated as qualifying bodies and for the local authority to set other conditions.
5. It is possible that the council will receive applications for recognition of neighbourhood forums from many areas. While some neighbourhood forums may be considered not truly representative, others may be proposing an area where it is not appropriate to prepare a neighbourhood plan at that time. There may also be cases where the aims of the community proposing a neighbourhood plan might be best achieved by some other means.

## KEY ISSUES FOR CONSIDERATION

### Decision making

6. The Council has agreed clear criteria for decision making.

7. The proposal for Bankside Neighbourhood Area by Bankside Neighbourhood Forum meets the criteria. The Area boundaries meet the criteria set out in the report and there are overlaps with proposals by Bermondsey Village Action Group as set out in the corresponding report.
8. The proposal for Bankside Neighbourhood Forum meets the criteria necessary for qualifying body status and there are no competing proposals at present as set out in table A.
9. The community council are being asked to comment on the appropriateness of the area and boundary and also the appropriateness of the group that has applied for qualifying body status.

#### **TABLE A**

<p><b>Decision 1</b>  <b>Forum application</b>  <b>Application for designation of a Neighbourhood Area</b></p>
<p><b>Process</b></p> <p>Where a neighbourhood forum submits an application to the local Planning authority. It must include:</p> <ul style="list-style-type: none"> <li>• A map identifying the area See Appendix A</li> <li>• A statement explaining why this area is considered appropriate to be designated See Appendix B</li> <li>• A statement that the organisation or qualifying body is relevant for the purposes of the 1990 Act (as applied by section 38A of the 2004 Act) See Appendix C</li> </ul>
<p><b>Criteria for decision making</b></p> <ul style="list-style-type: none"> <li>• Has the map been submitted identifying the area? Yes</li> <li>• Has the statement explaining why this area is considered appropriate to be designated been submitted? Yes</li> <li>• Has the statement that the organisation or body is relevant for the purposes of the 1990 Act been submitted? Yes</li> <li>• Is there already a neighbourhood plan covering this area? No</li> <li>• How do the boundaries relate to current and proposed planning designations? The boundary is along the borough boundary to the north and west. The eastern boundary is along a main road Borough High street and the southern boundary has been determined by the level of development likely to take place. This area is within the Bankside, Borough and London Bridge Opportunity Area and the Central Activities Zone. It also covers part of the Thames Policy Area.</li> <li>• Is the proposed area appropriate? This is being considered by this report.</li> </ul>

- Should the area be a business area?  
Yes
- Would a business referendum be required?  
Yes

## Decision 2

### Forum application

#### Application for designation of a Neighbourhood Forum

#### Application

Where an organisation or body submits an application to the local planning authority it must include

- The name of the proposed forum  
Bankside Neighbourhood Forum
- A copy of the written constitution of the proposed Forum  
See Appendix D
- The name of the neighbourhood area to which the application relates and a map identifying the area  
See Appendix A
- The contact details of one member of the forum to be made public  
Tim Wood, [tim@forgearchitects.co.uk](mailto:tim@forgearchitects.co.uk), 02073787782
- A statement to explain how the forum meets the conditions contained in the 1990 act (as applied by section 38A of the 2004 Act)  
See Appendix C

#### Criteria for decision making

- Has the name of the proposed forum been submitted?  
Bankside Neighbourhood Forum
- Has the timescale of the plan been specified?  
5 years
- Has a copy of the written constitution of the proposed forum been submitted?  
Yes
- Has the name of the neighbourhood area to which the application relates and a map identifying the area been submitted?  
Yes
- Have the contact details of one member of the forum to be made public been submitted?  
Yes
- Is there a statement to explain how the forum meets the conditions contained in the 1990 Act. These should include whether it is established for the purpose of promoting or improving the social, economic and environmental wellbeing of the neighbourhood area. Whether its membership is open to individuals who live, work, and/or are elected to the area?  
Yes
- Does membership include a minimum of 21 individuals who live or work in the area or are an elected member?  
Yes
- Does it have a written constitution?  
Yes
- Is membership drawn from different places in the neighbourhood and from different

sections of the community?

Yes

- Does the purpose reflect the character of the area?

Yes

- Is there already a neighbourhood forum for that area?

No

- What is the length of the designation as a designation ends after 5 years?

5 years

### **Financial implications**

10. There may be financial implications however these are uncertain at present. Each neighbourhood plan may require a referendum which would spend considerable funds. A ward election would cost around £25,000 per referendum. These costs could be similar to a ward election. They are unavoidable and there is no budget for them. Furthermore, at this stage it is not possible to predict if, when or how this/these referendum/s could take place.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

11. It is recommended that the Bankside, Borough and Walworth Community Council and Bermondsey and Rotherhithe Community Council comment upon the application for the proposed designation of a Bermondsey Neighbourhood Area ("NA"), by the Bermondsey Neighbourhood Forum, (Appendices A-C) in accordance with the criteria headed decision 1, set out in the table at paragraph 17 of the Report.
12. In accordance with the report presented to the Leader of the Council, Councillor Peter John, on 24 September 2012, Community Council's must be consulted both upon applications to designate a NA and for qualifying body status as a Neighbourhood Forum. The recommendation is also consistent with the usual consultative functions of Community Council's in respect of policy /plan related documents.
13. In September 2012 the applicant, Bermondsey Neighbourhood Forum, submitted an application to the Council for the designation of the land identified on the plan titled 'Bermondsey Neighbourhood Plan Area Boundary' as an NA (Appendices A-C) of the Report.
14. As stated in the Report, neighbourhood planning is intended to provide communities with a greater influence over the development of their local area by enabling them to draw up Neighbourhood Development Plans NDP's and Neighbourhood Development Orders NDO's. The function of a NF is to act as the vehicle for progressing NDP's in respect of a particular, geographically defined, NA.
15. The legislative provisions concerning Neighbourhood Planning are set out in the Neighbourhood Planning (General) Regulations 2012 No.537 ("the Regulations"),

Neighbourhood Planning (Referendum) Regulations 2012 No.2031, the Localism Act 2011 and the Town and Country Planning Act 1990 (TCPA).

16. Regulations 5 and 8 set out the requirements that must be satisfied by the applicant body/organisation in making an application for designation of a NA as set out in the table at paragraph 17. The documents submitted to the Council in support of the application satisfy the qualifying criteria. Although, the Council reserves the decision as to whether the applicant should be designated as a NF, subject to a decision on area boundaries it appears at this stage to satisfy the requirements of a “relevant body” as set out in Section 61G of the TCPA1990. This provides that the application must be made by an organisation or body which is, or is capable of being, designated as a NF. There is a statutory requirement that applications for NA’s, and in due course NF’s should be publicised for a period of 6 weeks (Regulations 6 and 8 of the Regulations).
17. Paragraph 4 (Part 3H:Community Councils) of the Southwark Constitution 2012/13 provides that it is the role and function of Community Councils ‘to be a focal point for discussion and consultation on matters that affects the area’.
18. Neighborhood planning is a new legal process, which the Council has a statutory duty to facilitate and administer. The Constitution is therefore silent as to the express reservation of consultative decisions in respect of decisions concerning this area. Consideration has been given to the appropriate level at which comments upon any proposals to designate a NA may be made and it is considered that is this function is analogous with Community Council’s usual consultative functions in respect of policy /plan related documents and therefore falls within the role and functions delegated to it.
19. The recommendation therefore falls within the Bankside, Borough and Walworth and Bermondsey and Rotherhithe Community Council’s decision making remit.

#### **Strategic Director of Finance and Corporate Services (SDFCS) (NR/FCS/22/8/12)**

20. The Strategic Director of Finance and Corporate Services notes the financial implications contained within the report. Officer time to effect the recommendation will be contained within the existing budgeted revenue resources.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
The Localism Act	<a href="http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted">http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted</a>	<a href="mailto:Planningpolicy@southwark.gov.uk">Planningpolicy@southwark.gov.uk</a>
The Neighbourhood Planning Regulations	<a href="http://www.legislation.gov.uk/uksi/2012/637/contents/made">http://www.legislation.gov.uk/uksi/2012/637/contents/made</a>	<a href="mailto:Planningpolicy@southwark.gov.uk">Planningpolicy@southwark.gov.uk</a>

**APPENDICES**

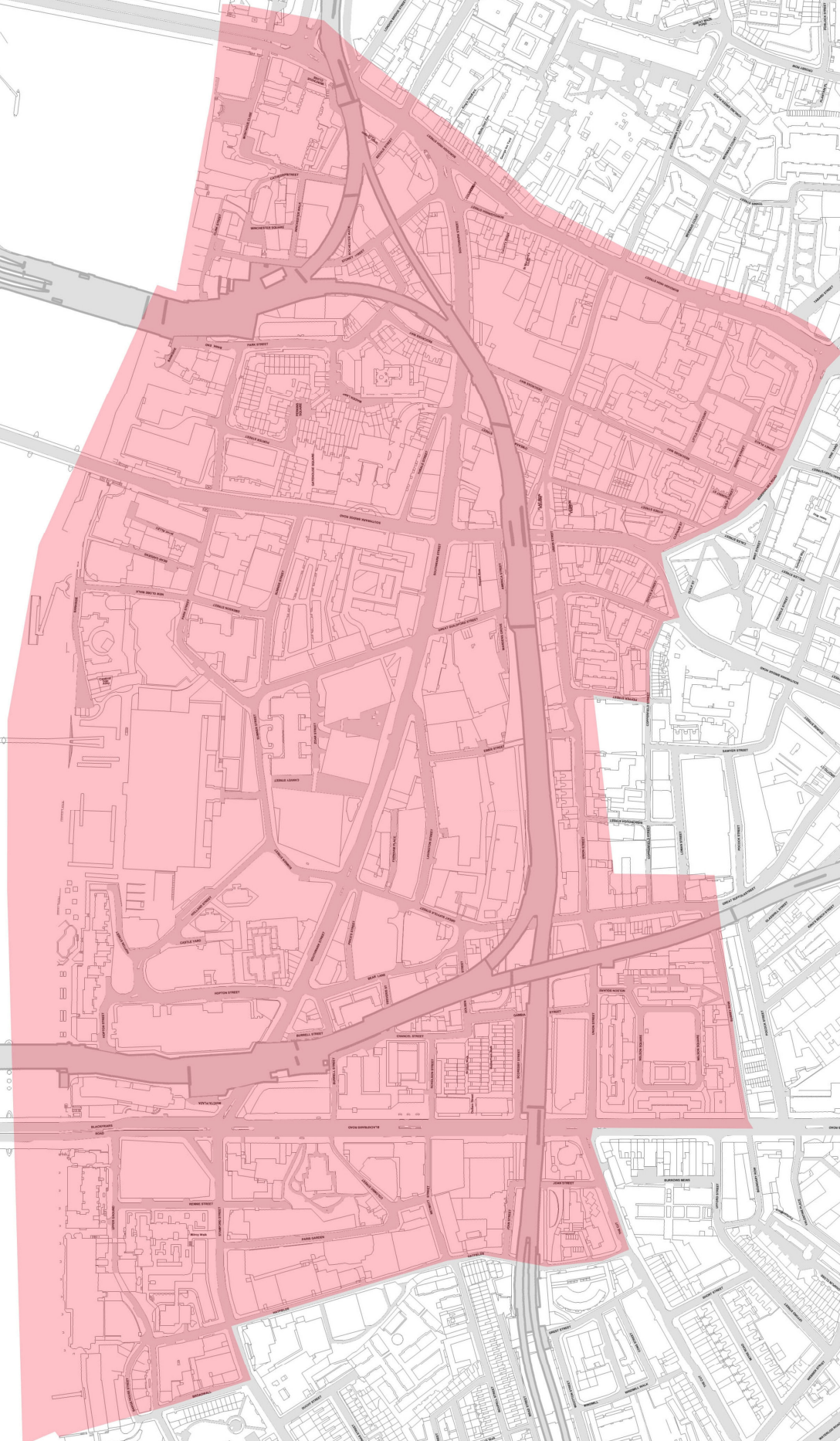
No.	Title
Appendix A	Map of the proposed area
Appendix B	Area Statement
Appendix C	Qualifying body Statement
Appendix D	Constitution

**AUDIT TRAIL**

<b>Lead Officer</b>	Eleanor Kelly, Chief Executive	
<b>Report Author</b>	Juliet Seymour, Planning Policy Manager	
<b>Version</b>	Final	
<b>Dated</b>	21 January 2013	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		21 January 2013



**Bankside Neighbourhood Plan Area boundary**



## APPENDIX B

### Bankside Neighbourhood Plan – boundaries of plan area

Bankside faces some of the greatest potential for development and opportunity in the borough. The area outlined has been selected as a neighbourhood plan that has both strong residential and business communities. Bankside Residents' Forum and Better Bankside have been working to similar boundaries for at least 10 years and can support the development of the plan and ensure that views of both residents and businesses are represented. The boundaries have been selected to ensure that future development opportunities can be addressed in an inclusive way.

The **northern** and **western** boundaries of the Bankside Neighbourhood Plan area follow the borough boundary –that is the River Thames to the north and Broadwall/Hatfields to the west, which is one block west of Blackfriars Road. This ensures that the area of proposed development at the north end of Blackfriars Road and Upper Ground can be included in the plan area.

The **eastern** boundary is one block to the east of Borough High Street, as far south as Borough tube station, ensuring that both sides of Borough High Street can be included and this largely retail street be considered as a whole rather than divided along the middle. London Bridge Station is also included, as this is seen as an important element in the consideration of the railway line and the northern section of Borough High Street.

The **southern** boundary largely follows the southern side of Union Street, again ensuring that both sides of this street, as well as the railway arches are included within the plan area. To the west the boundary moves south to include the residential development at Nelson Square and to the east the boundary follows Marshalsea Road to Borough tube station, ensuring that this residential area and transport hub are included in the plan area.

Bankside is an area characterised by both residential and business communities and the boundaries have been chosen so that the neighbourhood plan can reflect this. The plan will also be aware of areas immediately adjacent, especially where policy proposals might sit near to one of the boundaries. Where there is an adjoining neighbourhood plan area it will be appropriate to consult with them on proposals that might impact their area, and vice versa.



## APPENDIX C

### **Application to Southwark Council for designation of Bankside Neighbourhood Forum**

#### **a) Name of Forum**

Bankside Neighbourhood Forum

#### **b) Map of area**

The boundary of the neighbourhood forum area is defined in the attached map (see annex 1)

#### **c) Written constitution**

See annex 2

#### **d) Membership list**

Originally a resident-led neighbourhood forum, Bankside was awarded frontrunner status as a business-led plan in May 2011. To build on the strengths of the resident and business communities, as well as local organisations and interest groups, the neighbourhood forum encompasses representation from all of these groups, from all parts of the neighbourhood. The current membership of 21 individuals who live or work in the area is given in annex 3. New members are actively encouraged at all times.

#### **e) Contact details**

The following contact details will be made public:-

Named person: Tim Wood  
 Email: [tim@forgearchitects.co.uk](mailto:tim@forgearchitects.co.uk)  
 Tel number: 020 7378 7782

#### **f) A statement which explains how the neighbourhood forum meets the conditions contained in section 61F (5) of the 1990 Act**

Bankside Neighbourhood Forum was established in October 2011 (the date of our first Forum meeting) for the specific purpose of building collaborative planning in the neighbourhood, with the aim of developing a neighbourhood plan for Bankside.

Bankside Neighbourhood Forum welcomes the powers being passed to residents and businesses under the Localism Act 2011 and is capable of working with all relevant partners to improve the social, economic and environmental wellbeing of the neighbourhood.

Membership of the forum is open to individuals who live, work, or are elected to the area. This group of 21 local residents, businesses, organisations and local members is now applying for formal designation of the Bankside Neighbourhood Forum, which undertakes to produce a neighbourhood plan.

Investment and development in Bankside is having a significant impact on the residential and business communities and will continue to do so for many years. Local residents, businesses and organisations wish to be fully involved in such major change and

welcome the opportunity for greater engagement in the planning process. This will require thorough research and consultation, ensuring a meaningful collaboration between local stakeholders, those who work and invest here, local members and the local authority.

The forum has attracted the commitment of a wide range of members, reflecting the strong mix of business and resident communities in the area. Forum members have met together in theme groups to discuss and establish a background understanding of the issues that face the neighbourhood. Workshops will be held, and an evidence base built up, so that principles and aspirations can be drawn out to underpin proposals for consultation with the wider communities.

The forum intends to produce the neighbourhood plan during the year 2012-13, with a target to have the plan ready for examination in March 2013. The exact timescale will depend upon the external assistance and support that is available and the feedback from the extensive consultation that will be undertaken. The forum expects the designation to be reviewed after 5 years to consider whether its aims have been achieved and the strength of support for a further designation.

Bankside Neighbourhood Forum asserts that it is a relevant body to apply for designation as the neighbourhood forum for the Bankside neighbourhood area.

## **BANKSIDE NEIGHBOURHOOD FORUM**

### **Constitution**

#### **Area:**

The area covered by the Forum is shown in the attached map.

#### **Aims:**

Bankside Neighbourhood Forum aims to shape the development of Bankside for the benefit of people who live and work here by working collaboratively to develop a consensus for a neighbourhood plan.

#### **Membership:**

Membership is open to those who live or work in the neighbourhood, or are elected members of the London Borough of Southwark for this area, and who support the aims as above. There will be a minimum of 21 members. The Chair will keep a membership list.

#### **Meetings:**

Forum meetings usually will be held monthly. Nine members will constitute a quorum. A proper record of meetings will be kept, supported by Better Bankside. Forum meetings, notes of meetings and notices will be circulated to members and publicised through community websites.

#### **Decision Making:**

Decisions will be made by consensus. Only in the event that consensus cannot be reached will a decision be made by a simple majority vote of the members present. Members attending Forum meetings can allocate tasks between meetings and can set up sub-groups and delegate decision making to sub-groups.

#### **Officers/ Facilitators:**

A Chair has been appointed. Forum meetings may appoint facilitators to lead particular sub-groups. Progress between meetings can be continued by meetings of the working group.

#### **Finance:**

Better Bankside will be the accountable body for funds until a bank account for the Forum can be formally established.

#### **Code of Conduct:**

Everyone will be treated with respect and will treat others with respect.

#### **Amendments to the terms of reference:**

Amendments to the terms of reference can be made at a Forum meeting, providing that 28 days notice is given of the amendments proposed.

#### **Dissolution:**

The Forum can be dissolved by a resolution at a Forum meeting. 28 days notice of the resolution must be given to all members. The resolution must attain a two-thirds majority of those present.

<b>Item No.</b> 11.2	<b>Classification:</b> Open	<b>Date:</b> 30 January 2013	<b>Decision Taker:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Neighbourhood Planning – Application for a neighbourhood development area and also for qualifying body status by Bermondsey Neighbourhood Forum	
<b>Ward(s) or groups affected:</b>		Riverside, Grange	
<b>From:</b>		Chief Executive	

### RECOMMENDATION

1. That the community council comment on the proposal for Bermondsey Neighbourhood Development Area against the criteria as set out in paragraph 9 of the report.

### BACKGROUND INFORMATION

2. The Localism Act 2011 introduced new processes for communities to get involved in the planning of their areas through the preparation of neighbourhood plans and neighbourhood development orders. This provides local communities through parish councils or neighbourhood forums to be able to shape and encourage delivery of new development.
3. A neighbourhood plan may contain a range of policies or proposals for land use development that will be used as part of determining decisions on planning applications. It can also grant planning permission through neighbourhood development orders for a particular, defined type of development in an area or a specific site.
4. The local authority must agree to a neighbourhood forum being a 'qualifying body' for the purposes of the Act and must agree the area for which a neighbourhood plan or development order is to be prepared. There are specific requirements set out in the Act and the neighbourhood planning regulations for neighbourhood forums to be designated as qualifying bodies and for the local authority to set other conditions.
5. It is possible that the council will receive applications for recognition of neighbourhood forums from many areas. While some neighbourhood forums may be considered not truly representative, others may be proposing an area where it is not appropriate to prepare a neighbourhood plan at that time. There may also be cases where the aims of the community proposing a neighbourhood plan might be best achieved by some other means.

### KEY ISSUES FOR CONSIDERATION

#### Decision making

6. The Council has agreed clear criteria for decision making.

7. The proposal for Bermondsey Neighbourhood Area by Bermondsey Neighbourhood Forum needs to be considered against the criteria. The Area boundaries overlap with proposals by another forum.
8. There are competing proposals at present for the boundary of the Neighbourhood Plan Area as set out in the Bermondsey Village Action Group report. Therefore only the area is being considered at this stage. Once the area has been agreed the Council will then consider applications for a qualifying body.
9. The community council are being asked to comment on the appropriateness of the area and the boundary.

## TABLE A

<p><b>Decision 1</b>  <b>Forum application</b>  <b>Application for designation of a Neighbourhood Area</b></p>
<p><b>Process</b></p> <p>Where a neighbourhood forum submits an application to the local Planning authority. It must include:</p> <ul style="list-style-type: none"> <li>• A map identifying the area See Appendix A</li> <li>• A statement explaining why this area is considered appropriate to be designated See Appendix B</li> <li>• A statement that the organisation or qualifying body is relevant for the purposes of the 1990 Act (as applied by section 38A of the 2004 Act) See Appendix C</li> </ul>
<p><b>Criteria for decision making</b></p> <ul style="list-style-type: none"> <li>• Has the map been submitted identifying the area? Yes</li> <li>• Has the statement explaining why this area is considered appropriate to be designated been submitted? Yes</li> <li>• Has the statement that the organisation or body is relevant for the purposes of the 1990 Act been submitted? Yes</li> <li>• Is there already a neighbourhood plan covering this area? No</li> <li>• How do the boundaries relate to current and proposed planning designations? The boundary is along the borough boundary to the north and west. The western boundary is along a main road Borough High street and the southern boundary has been determined by the level of development likely to take place. This area is within the Bankside, Borough and London Bridge Opportunity Area and the Central Activities Zone. It also covers part of the Thames Policy Area.</li> <li>• Is the proposed area appropriate? This is being determined by this consultation.</li> </ul>

- Should the area be a business area?  
Yes
- Would a business referendum be required?  
Yes

### **Financial implications**

10. There may be financial implications however these are uncertain at present. Each neighbourhood plan may require a referendum which would spend considerable funds. A ward election would cost around £25,000 per referendum. These costs could be similar to a ward election. They are unavoidable and there is no budget for them. Furthermore, at this stage it is not possible to predict if, when or how this/these referendum/s could take place.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

11. It is recommended that the Bankside, Borough and Walworth Community Council and Bermondsey and Rotherhithe Community Council comment upon the application for the proposed designation of a Bermondsey Neighbourhood Area ("NA"), by the Bermondsey Neighbourhood Forum, (Appendices A-C) in accordance with the criteria headed decision 1, set out in the table at paragraph 17 of the Report.
12. In accordance with the report presented to the Leader of the Council, Councillor Peter John, on 24 September 2012, Community Council's must be consulted both upon applications to designate a NA and for qualifying body status as a Neighbourhood Forum. The recommendation is also consistent with the usual consultative functions of Community Council's in respect of policy /plan related documents.
13. In September 2012 the applicant, Bermondsey Neighbourhood Forum, submitted an application to the Council for the designation of the land identified on the plan titled 'Bermondsey Neighbourhood Plan Area Boundary' as an NA (Appendices A-C) of the Report.
14. As stated in the Report, neighbourhood planning is intended to provide communities with a greater influence over the development of their local area by enabling them to draw up Neighbourhood Development Plans NDP's and Neighbourhood Development Orders NDO's. The function of a NF is to act as the vehicle for progressing NDP's in respect of a particular, geographically defined, NA.
15. The legislative provisions concerning Neighbourhood Planning are set out in the Neighbourhood Planning (General) Regulations 2012 No.537 ("the Regulations"), Neighbourhood Planning (Referendum) Regulations 2012 No.2031, the Localism Act 2011 and the Town and Country Planning Act 1990 (TCPA).
16. Regulations 5 and 8 set out the requirements that must be satisfied by the applicant body/organsiation in making an application for designation of a NA as set out in the table at paragraph 17. The documents submitted to the Council in

support of the application satisfy the qualifying criteria. Although, the Council reserves the decision as to whether the applicant should be designated as a NF, subject to a decision on area boundaries it appears at this stage to satisfy the requirements of a “relevant body” as set out in Section 61G of the TCPA1990. This provides that the application must be made by an organisation or body which is, or is capable of being, designated as a NF. There is a statutory requirement that applications for NA’s, and in due course NF’s should be publicised for a period of 6 weeks (Regulations 6 and 8 of the Regulations).

17. Paragraph 4 (Part 3H:Community Councils) of the Southwark Constitution 2012/13 provides that it is the role and function of Community Councils ‘to be a focal point for discussion and consultation on matters that affects the area’.
18. Neighborhood planning is a new legal process, which the Council has a statutory duty to facilitate and administer. The Constitution is therefore silent as to the express reservation of consultative decisions in respect of decisions concerning this area. Consideration has been given to the appropriate level at which comments upon any proposals to designate a NA may be made and it is considered that is this function is analogous with Community Council’s usual consultative functions in respect of policy /plan related documents and therefore falls within the role and functions delegated to it.
19. The recommendation therefore falls within the Bankside, Borough and Walworth and Bermondsey and Rotherhithe Community Council’s decision making remit.

#### **Strategic Director of Finance and Corporate Services (SDFCS) (NR/FCS/22/8/12)**

20. The Strategic Director of Finance and Corporate Services notes the financial implications contained within the report. Officer time to effect the recommendation will be contained within the existing budgeted revenue resources.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
The Localism Act	<a href="http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted">http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted</a>	<a href="mailto:planningpolicy@southwark.gov.uk">planningpolicy@southwark.gov.uk</a>
The Neighbourhood Planning Regulations	<a href="http://www.legislation.gov.uk/uksi/2012/637/contents/made">http://www.legislation.gov.uk/uksi/2012/637/contents/made</a>	<a href="mailto:planningpolicy@southwark.gov.uk">planningpolicy@southwark.gov.uk</a>

#### **APPENDICES**

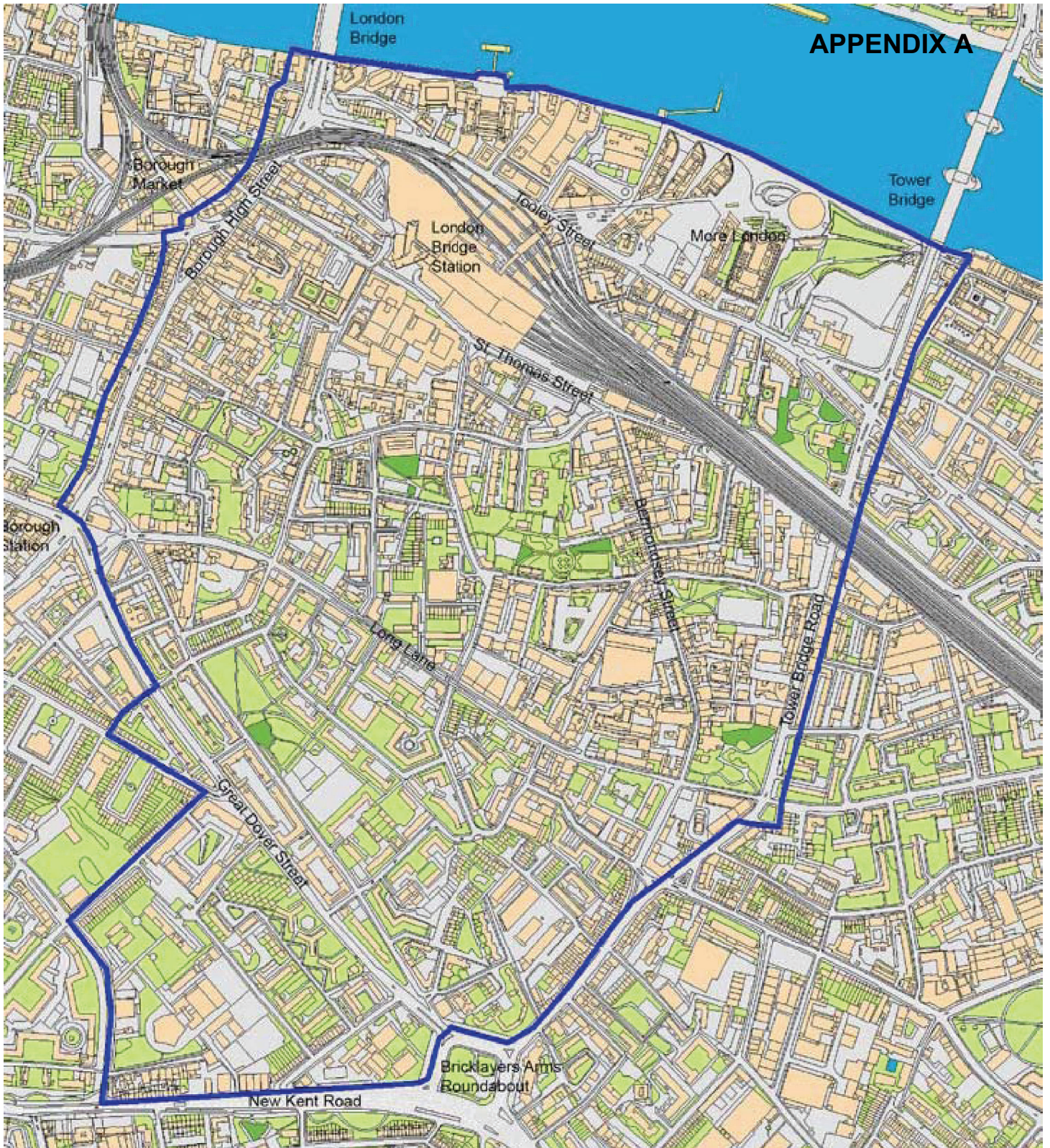
<b>No.</b>	<b>Title</b>
Appendix A	Map of the proposed area
Appendix B	Area Statement
Appendix C	Constitution

**AUDIT TRAIL**

<b>Lead Officer</b>	Eleanor Kelly, Chief Executive	
<b>Report Author</b>	Juliet Seymour, Planning Policy Manager	
<b>Version</b>	Final	
<b>Dated</b>	21 January 2013	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		21 January 2013



APPENDIX A





29 Nov 2012

## **Application for Boundary Designation**

### **hFrmondsFy NFiighbourhood Forum, SE1**

You will be aware that the Bermondsey Neighbourhood Forum (BNF) have been working for some time as a 'Neighbourhood forum' to prepare a Neighbourhood Plan for part of the Bermondsey area of Southwark. See the map of the agreed area to better understand the geographic focus.

The BNF were recognized as a Vanguard Area / Front Runner by the Department of Communities and Local Government. Initial funding was provided by DCLG.

Now that Localism Act has been passed and our work has progressed, the forum wants to be the 'designated' group for the area so that we can progress the Localism planning process.

Let me set out why the Forum members feel we are the right group for designation by the council.

First, we have come together as a group which did not exist prior. We have reached out to various members of the community. In addition have coordinated with members of Southwark Council and DCLG as to the direction of Localism and planning.

The community inside the designated boundaries includes many small businesses and some very large one. We have members of the community living in housing provided by the council and members who are private owners or who rent privately. There is a major university and medical center plus a business district. There are charity, youth, and religious groups all within the boundaries. At various times member of the Forum have spoken to representatives of all of the above.

When it comes to developing a local plan, we have developed a federated model to bring together as many of the community groups and organizations as possible. We recognize that what is right for one specific street or sub area of the larger community might not be right for a different area. We have devolved the designated area shown on the map into a number of individual Opportunity Sites grouped together into Action Areas. This allows local champions to drive the fine detail of the local plan in an Action Area so the work is distributed and nuisances are reflected in the overall plan. The designated area needs to be inclusive for all and at the same time something that feels joined up so people who live, work or play in the area have a sense of community.

Change will happen. Being in Zone 1 of London implies an urban lifestyle is to be expected. A local plan aims to nudge the change in ways the community wants and in ways the community of people who live and work here in the future will enjoy. The plan is not there to stop change. The objective is to facilitate better change and to bring forward good ideas sooner. The BNF and the local plan are a communication tool so there is an active voice about the built environment.

We encourage diversity of ideas while encouraging people to be responsible for making the change happen. Rather than be a group that feels like the party in opposition which

only complains, the Bermondsey Neighbor Forum is all about being the leader of change through careful consultation with the diversity represented by the community. Disagreement is fine. The measure of success will be a neighbourhood plan that has community support but not unanimous support given the wide diversity of viewpoints. If the plan had no one objecting, it would not be a plan worth having.

John B. Corey Jr.  
Chair  
Bermondsey Neighbourhood Forum  
YourBermondsey.org - You R Bermondsey

# Bermondsey Neighbourhood Forum Constitution

## *Making Bermondsey Better*

### **Name and Area**

1. The name of the group shall be 'Bermondsey Neighbourhood Forum'.
2. The Area shall be decided by the Forum from time to time or as adjusted by the London Borough of Southwark under its statutory powers.

### **Neighbourhood Forum Structure**

3. Membership of the Forum shall be open to all residents living in the Area and all businesses operating in the area and all people wanting to live in the Area.
4. Properly constituted residents and business groups in the area (listed in Annex A) shall be members of the Representatives Group and shall appoint one individual (and alternates), who shall also be members of the Forum, to represent them at each Representative Group Meeting.
5. The Representative Group Meetings will elect, and if necessary dismiss, the members of a Steering Group which will manage the Forum. The Representatives Group will scrutinise the work of the Steering Group and will have the right to amend the constitution.

### **Composition and Meetings of the Forum Steering Group and the Neighbourhood Forum Representatives Group**

6. The initial Steering Group shall comprise up to 12 people, all members of the Forum, who shall volunteer and be elected by the Representatives Group. If there are more than 12 volunteers, elections shall be held at the first meeting of the Representatives Group and the 12 volunteers receiving the most votes shall form the Steering Group.
7. The Steering Group shall elect its own officers (including a Chair, Treasurer, Secretary and Membership Secretary) and shall meet as often as is necessary to steer the plan making process and such other purposes the Representatives Group shall determine. If vacancies occur the Steering Group can co-opt new members subject to the endorsement of the Representatives Group at the next meeting. [Elected Southwark councillors will not be eligible for membership of the Steering Group]

8. The Representatives Group shall comprise representatives, who shall all be members of the Forum, of the properly constituted residents groups (including schools and churches) and business groups in the area.
9. Meetings of the Representatives Group may also be attended by all members of the Steering Group and any other properly constituted sub groups of the Steering Group (which may include people co-opted on to those groups) plus representatives of Guys Hospital and Kings College, Team London Bridge, Network Rail, Transport for London, LB Southwark, the Greater London Authority and the Department of Communities and Local Government (but none of which shall have a vote). The Representatives Group shall meet monthly or as it otherwise decides and will provide guidance to the Steering Group on key decisions. The meeting shall elect a chair who shall also be allowed to invite observers.

## Purpose

10. The purpose of the Forum shall be:
 

*‘to produce a Neighbourhood Plan to further the social, economic and environmental well-being of individuals living, or wanting to live, in the area of Bermondsey shown on the attached plan (or as amended by agreement with the local authority)’* and such other purposes as the Representatives Group may from time to time decide.

## Affiliations, Operations and Independence

11. ‘Bermondsey Neighbourhood Forum’ shall not be affiliated to any political party or organisation.
12. The Bermondsey Neighbourhood Forum is to make the plan in the first place and therefore, at least until the plan is made, shall not express any views on any particular planning application (other than those it makes itself) prior to the completion of the Neighbourhood Plan. Individual Forum Members can comment on planning applications but not in the name of the Forum.
13. All members of the Forum shall act in meetings of the Forum, the Representative Group and the Steering Group in the best interests of the Forum and the residents of the area and shall follow the good governance guidelines set out in the attached guidance (or any updating thereof). <http://www.goodgovernancecode.org.uk/>
14. The Forum shall act in accordance with best practice in the preparation of neighbourhood plans and in accordance with Government guidance for such preparation and shall seek to work collaboratively with the Local Planning Authority to achieve this.

## Membership

15. Membership shall be open to all who support the purpose of the ‘Bermondsey Neighbourhood Forum’ and who give their contact details to the Membership Secretary of the steering group and who allow these details to be used for the purposes of the Forum.

## **Bermondsey Neighbourhood Forum Representative Group Meetings**

16. At least 7 days notification must be given to its members for a Representative Group Meeting.
17. The Representative Group Meeting may:
  - i. Receive and comment on the report from the steering group
  - ii. confirm the identity of the community organisations entitled to attend the Representatives Group
  - iii. approve the annual report and accounts where relevant
  - iv. adopt constitutional amendments.
18. At least 5% of the membership must be present at the start of the Representative Group Meeting for it to be declared quorate. The meeting shall be chaired by a person it elects from amongst its members.
19. All Representative Group members shall be entitled to attend the Representative Group Meeting to propose and vote for motions and to stand for election. Voting shall be by a show of hands.
20. Voting shall be by a show of hands

## **Steering Group**

21. The Steering Group will undertake its work as it sees fit and may delegate powers on specific matters to such persons as it sees fit.
22. The Chair of the Steering Group, shall:
  - i. call and chair regular meetings of the Steering Group (for which a quorum will be one half of its members) and have a casting vote on elections and resolutions
  - ii. act on behalf of the 'Bermondsey Neighbourhood Forum' and represent it externally
  - iii. have the power to take decisions on urgent matters between meetings of the Steering Group
  - iv. interpret the constitution. The Chairs' interpretation may be overturned by two-thirds of those present at the Steering Group or at Representative Group Meetings
  - v. act as joint signatory on the 'Bermondsey Neighbourhood Forum' bank account.
23. The Treasurer, shall:
  - vi. be responsible for maintaining the accounts of the 'Bermondsey Neighbourhood Forum'
  - vii. be responsible for presenting a budget, annually for the following year to a Representatives Group Meeting
  - viii. submit a detailed summary of the accounts at every Steering group Meeting
  - ix. act as a joint signatory on the 'Bermondsey Neighbourhood Forum' account
  - x. take the chair at meetings if the Chair and Secretary are absent
  - xi. take the minutes if the Secretary is absent or in the chair.

24. The Secretary shall:

- xii. be responsible for organising meetings, maintaining the minutes and Constitution of the Bermondsey Neighbourhood Forum and making them available to members
- xiii. take the chair at meetings if the Chair is absent
- xiv. act as joint signatory on the 'Bermondsey Neighbourhood Forum' account

25. The cheques or other financial transactions of the Forum must require two signatories.

## **Constitutional Amendments**

26. Constitutional amendments shall require a majority (other than to comply with the law) at a Representatives Group Meeting.

27. The Constitution shall be reviewed within two months of the Localism Act receiving Royal Assent.

## **Distribution of Wind-Up**

28. A majority of the members of the Representatives Group shall decide the distribution of any money in the event of a wind-up. Any assets / money remaining shall go to local community-based organisations.

<b>Item No.</b> 11.3	<b>Classification:</b> Open	<b>Date:</b> 30 January 2013	<b>Decision Taker:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Neighbourhood Planning – Application for a neighbourhood development area and also for qualifying body status by Bermondsey Village Action Group	
<b>Ward(s) or groups affected:</b>		Riverside, Grange	
<b>From:</b>		Chief Executive	

### RECOMMENDATION

1. That the community council comment on the proposal for Bermondsey Neighbourhood Development Area against the criteria as set out in paragraph 9 of the report.

### BACKGROUND INFORMATION

2. The Localism Act 2011 introduced new processes for communities to get involved in the planning of their areas through the preparation of neighbourhood plans and neighbourhood development orders. This provides local communities through parish councils or neighbourhood forums to be able to shape and encourage delivery of new development.
3. A neighbourhood plan may contain a range of policies or proposals for land use development that will be used as part of determining decisions on planning applications. It can also grant planning permission through neighbourhood development orders for a particular, defined type of development in an area or a specific site.
4. The local authority must agree to a neighbourhood forum being a 'qualifying body' for the purposes of the Act and must agree the area for which a neighbourhood plan or development order is to be prepared. There are specific requirements set out in the Act and the neighbourhood planning regulations for neighbourhood forums to be designated as qualifying bodies and for the local authority to set other conditions.
5. It is possible that the council will receive applications for recognition of neighbourhood forums from many areas. While some neighbourhood forums may be considered not truly representative, others may be proposing an area where it is not appropriate to prepare a neighbourhood plan at that time. There may also be cases where the aims of the community proposing a neighbourhood plan might be best achieved by some other means.

### KEY ISSUES FOR CONSIDERATION

#### Decision making

6. The Council has agreed clear criteria for decision making.



7. The proposal for Bermondsey Neighbourhood Area by Bermondsey Village Action Group needs to be considered against the criteria. The Area boundaries overlap with proposals by Bankside Neighbourhood Forum and Bermondsey Neighbourhood Forum which are also being considered by the Council.
8. As there are competing proposals at present for the boundary of the Neighbourhood Plan Area only the area is being considered at this stage. Once the area has been agreed the Council will then consider applications for a 'qualifying body'.
9. The community council are being asked to comment on the appropriateness of the area and the boundary.

## TABLE A

<p><b>Decision 1</b>  <b>Forum application</b>  <b>Application for designation of a Neighbourhood Area</b></p>
<p><b>Process</b></p> <p>Where a neighbourhood forum submits an application to the local Planning authority. It must include:</p> <ul style="list-style-type: none"> <li>• A map identifying the area See Appendix A</li> <li>• A statement explaining why this area is considered appropriate to be designated See Appendix B</li> <li>• A statement that the organisation or qualifying body is relevant for the purposes of the 1990 Act (as applied by section 38A of the 2004 Act) See Appendix C</li> </ul>
<p><b>Criteria for decision making</b></p> <ul style="list-style-type: none"> <li>• Has the map been submitted identifying the area? Yes</li> <li>• Has the statement explaining why this area is considered appropriate to be designated been submitted? Yes</li> <li>• Has the statement that the organisation or body is relevant for the purposes of the 1990 Act been submitted? Yes</li> <li>• Is there already a neighbourhood plan covering this area? No</li> <li>• How do the boundaries relate to current and proposed planning designations? The boundary is along the borough boundary to the north and west. The western boundary is along a main road Borough High street and the southern boundary has been determined by the level of development likely to take place. This area is within the Bankside, Borough and London Bridge Opportunity Area and the Central Activities Zone. It also covers part of the Thames Policy Area.</li> <li>• Is the proposed area appropriate?</li> </ul>

This is being determined by this consultation.

- Should the area be a business area?

Yes

- Would a business referendum be required?

Yes

### **Financial implications**

10. There may be financial implications however these are uncertain at present. Each neighbourhood plan may require a referendum which would spend considerable funds. A ward election would cost around £25,000 per referendum. These costs could be similar to a ward election. They are unavoidable and there is no budget for them. Furthermore, at this stage it is not possible to predict if, when or how this/these referendum/s could take place.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

11. It is recommended that Bankside, Borough and Walworth Community Council and Bermondsey and Rotherhithe Community Council comment upon the application for the proposed designation of a Bermondsey Neighbourhood Area ("NA") by the Bermondsey Village Action Group (Appendices A-C) in accordance with the criteria headed decision 1, set out in the table at paragraph 17 of the Report.
12. In accordance with the report presented to the Leader of the Council, Councillor Peter John, on 24 September 2012, Community Council's must be consulted both upon applications to designate a NA and for qualifying body status as a Neighbourhood Forum. The recommendation is also consistent with the usual consultative functions of Community Council's in respect of policy /plan related documents.
13. On the 26 September 2012 the applicant 'Bermondsey Village Action Group' submitted an application to the Council for the designation of the land identified on the plan titled 'St Thomas Street Plan' as an NA (Appendices A-C) of the Report.
14. As stated in the Report, neighbourhood planning is intended to provide communities with a greater influence over the development of their local area by enabling them to draw up Neighbourhood Development Plans NDP's and Neighbourhood Development Orders NDO's. The function of a NF is to act as the vehicle for progressing NDP's in respect of a particular, geographically defined, NA.
15. The legislative provisions concerning Neighbourhood Planning are set out in the Neighbourhood Planning (General) Regulations 2012 No.537 ("the Regulations"), Neighbourhood Planning (Referendum) Regulations 2012 No.2031, the Localism Act 2011 and the Town and Country Planning Act 1990 (TCPA).
16. Regulations 5 and 8 set out the requirements that must be satisfied by the applicant body/organisation in making an application for designation of a NA as

set out in the table at paragraph 17. The documents submitted to the Council in support of the application satisfy the qualifying criteria. Although, the Council reserves the decision as to whether the applicant should be designated as a NF, subject to a decision on area boundaries it appears at this stage to satisfy the requirements of a “relevant body” as set out in Section 61G of the TCPA1990. This provides that the application must be made by an organisation or body which is, or is capable of being, designated as a NF. There is a statutory requirement that applications for NA’s, and in due course NF’s should be publicised for a period of 6 weeks (Regulations 6 and 8 of the Regulations).

17. Paragraph 4 (Part 3H:Community Councils) of the Southwark Constitution 2012/13 provides that it is the role and function of Community Councils ‘to be a focal point for discussion and consultation on matters that affects the area’.
18. Neighborhood planning is a new legal process, which the Council has a statutory duty to facilitate and administer. The Constitution is therefore silent as to the express reservation of consultative decisions in respect of decisions concerning this area. Consideration has been given to the appropriate level at which comments upon any proposals to designate a NA may be made and it is considered that is this function is analogous with Community Council’s usual consultative functions in respect of policy /plan related documents and therefore falls within the role and functions delegated to it.
19. The recommendation therefore falls within the Bankside, Borough and Walworth and Bermondsey and Rotherhithe Community Council’s decision making remit.

#### **Strategic Director of Finance and Corporate Services (SDFCS) (NR/FCS/22/8/12)**

20. The Strategic Director of Finance and Corporate Services notes the financial implications contained within the report. Officer time to effect the recommendation will be contained within the existing budgeted revenue resources.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
The Localism Act	<a href="http://www.legislation.gov.uk/ukpga/2011/20/content/enacted">http://www.legislation.gov.uk/ukpga/2011/20/content/enacted</a>	<a href="mailto:planningpolicy@southwark.gov.uk">planningpolicy@southwark.gov.uk</a>
The Neighbourhood Planning Regulations	<a href="http://www.legislation.gov.uk/uksi/2012/637/contents/made">http://www.legislation.gov.uk/uksi/2012/637/contents/made</a>	<a href="mailto:planningpolicy@southwark.gov.uk">planningpolicy@southwark.gov.uk</a>

#### **APPENDICES**

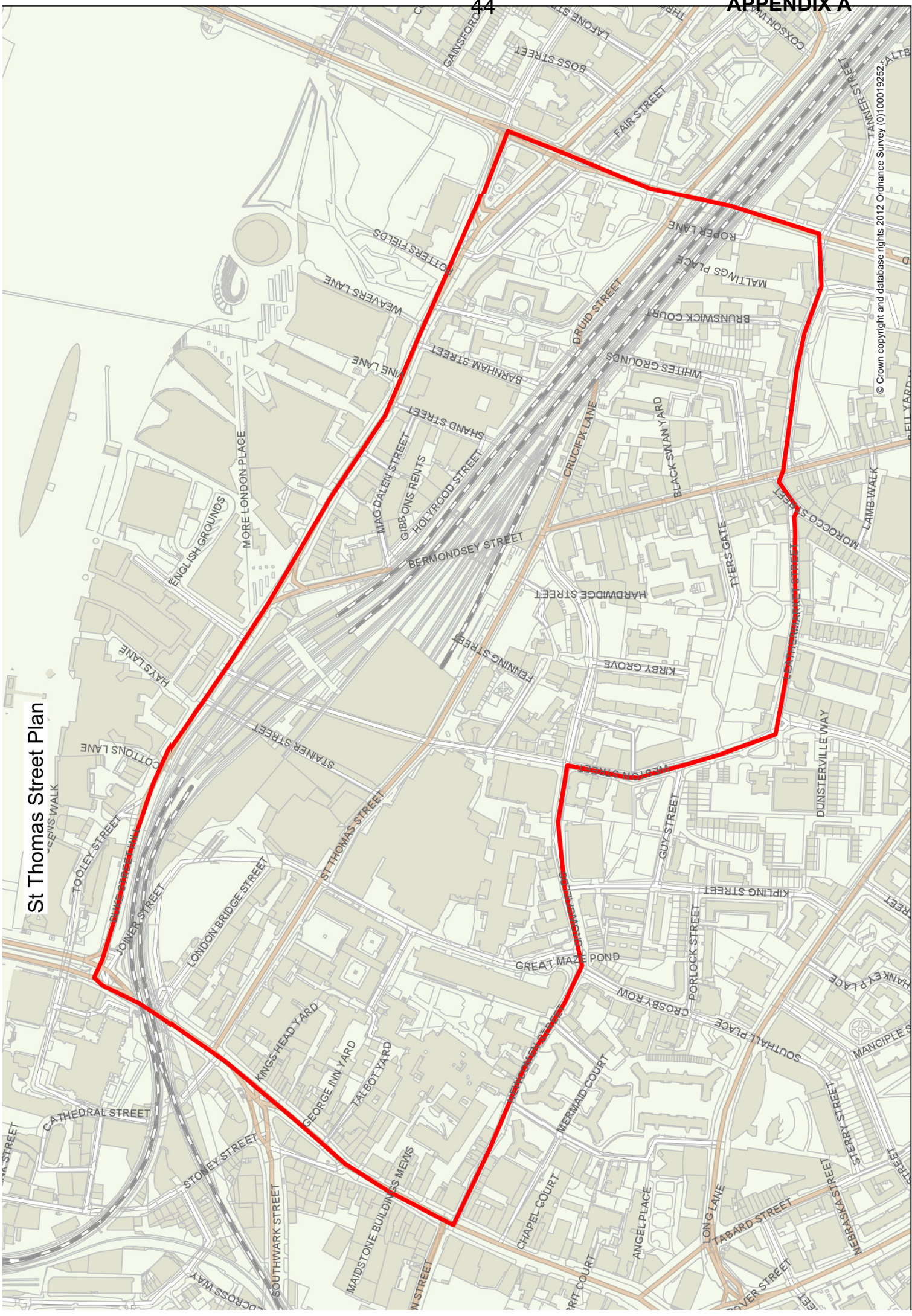
<b>No.</b>	<b>Title</b>
Appendix A	Map of the proposed area
Appendix B	Area Statement
Appendix C	Constitution

**AUDIT TRAIL**

<b>Lead Officer</b>	Eleanor Kelly, Chief Executive	
<b>Report Author</b>	Juliet Seymour, Planning Policy Manager	
<b>Version</b>	Final	
<b>Dated</b>	21 January 2013	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		21 January 2013



# St Thomas Street Plan





BERMONDSEY VILLAGE ACTION GROUP

# BVAG

INFORMATION OFFICE 14 CRUCIFX LANE LONDON SE1 3JW BVAG.NET

Juilet Seymour,  
Southwark Council  
PO Box 64529  
London SE1P 5LX

5 Sept 2012

## Application for designation of a Neighbourhood Forum

As per your email dated 29 Aug, BVAG would like to submit application for designation of a Neighbourhood forum.

1. Name of the neighbourhood forum is the St Thomas St Plan (STP) coordinated by Bermondsey Village Action Group (BVAG).
2. Written Constitution of BVAG is attached. The constitution was formally approved at BVAG's meeting held on 28 March 2012
3. Area map for the STP is attached. Members adopted this area at a general meeting of BVAG & BNF at 28 March 2012
4. Contact details:

Russell Gray  
BVAG Coordinator

Liz Ruffell  
BVAG Volunteer

Amy Carruthers  
BVAG Volunteer

russell@bvag.net

liz@bvag.net

amy.blier-carruthers@rcmac.uk

5. Statement

## BVAG - INTRODUCTION

BVAG was formed by local residents and businesses in March 2010 to preserve and enhance the character of the area designated Bermondsey Village by Southwark Council. Since its establishment BVAG has contributed to opening up the planning process, improving local awareness and developing consultation channels between the Council and local people over planning issues. It has played a major role in advancing understanding of significant development proposals, including Sellar's Shard satellites, The Quill' and London Bridge Station. It has successfully lobbied English Heritage for

Listing of the St Thomas Viaduct. It is currently working to produce a scheme to conserve and restore the Vinegar Yard Warehouse.

BVAG now has 45 registered members who either live or work in the area and has over 600 subscribers to our mailing list. Subscribers are informed of BVAG's meetings, current news and activities through our mailing list and website. Open meetings are held at least once a month for consultation and discussion. Important decisions are made during these meetings that are held either in BVAG's 'Consultation Cafe' on Bermondsey St or in our Information Office on Crucifix Lane. We also run exhibitions at both of these premises to inform local understanding and opinion of local planning issues and architectural history. A fundamental objective of BVAG is to facilitate the engagement of local people in the planning process. We therefore operate a minimal organizational structure to promote maximum openness to participation.

### **ST THOMAS STREET PLAN (STP)**

BVAG is now coordinating a neighbourhood plan initiative focused on St Thomas Street and its immediate surroundings – representing essentially the northern part of 'Bermondsey Village'. The BVAG/STP initiative was formalised in a joint meeting of BVAG and Bermondsey Neighbourhood Forum on 9 May where members unanimously voted to proceed with an independent plan (STP) for the area we have designated and an area to the South to be coordinated by BNF that is yet to be formalised.

The St Thomas St Plan aims to produce consensus on suitable building heights in its area, balancing the interests of growth and development with preservation of the area's historic and economic character. To this end it aims to produce a specific height envelope for developers to work to which will be presented in the form of a contour map for definitiveness and clarity. A second important objective will be the updating of the Bermondsey St conservation area northern boundary. A third will be to produce site briefs for the key St Thomas St sites. Further scope of the STP will be introduced according to the results of consultation in the area. Consultation plans include an exhibition, an open information office, distribution of invitation leaflets to all businesses and residences in the area and our routine meetings and emailings. All meetings are entirely open.

BERMONDSEY VILLAGE ACTION GROUP

# BVAG

March '12

## Constitution

### Preamble

For many years planning decisions in Southwark have been made with scant regard for the interests and opinions of local people. In particular, in the North-west Bermondsey/London Bridge area political and economic objectives of the Local Authority have come into conflict with the present character of the area.

### Objectives

BVAG was established to defend the character of the area that it has adopted\* and to secure for local residents and businesses control, or at least genuine influence, over planning policy in this adopted area. To achieve this objective the Group will use any means available to it, including promoting local planning policy through statutory provisions for local involvement, political lobbying at local and national levels and legal challenge to planning decisions.

### Structure and Governance

#### Preliminary

The objectives of the group are to engage local people as fully as possible in the evolution of the character of the area in so far as this can be controlled through planning policy. Accordingly, it is an overriding principle to make the group and its activity open to everyone and to minimise any organisational obstruction to free participation for all. A minimal organisational structure is therefore always to be preferred.

#### Membership

The Group will comprise:



**(a) Subscribers to the Group mailing list.**

Subscription is free to all who register.

**(b) Members.**

Membership is open to anyone over 16 with an interest in the activities of the Group. Life membership is available to any such person who gives a postal address and pays a discretionary subscription.

**(c) Officers.**

The group will adopt officers only as necessary for particular activities that might require such from time to time. Adoption will be by a vote of members in the event of a selection being required from multiple candidates. Such officers might include coordinators, legal representatives, advisers, a treasurer or other categories as necessary.

**Decisions and Policy**

Key decisions and policy of the Group will be determined by a show of hands in open meetings unless and until any more formal decision making process becomes necessary. In that event decisions will be made by majority vote of members.

In any event, constitutional amendments will be made by members through majority vote.

\* The Group's adopted area is shown on the attached appendix. It will be subject to alteration in the interests of greater effectiveness or representativeness of the Group as may become necessary from time to time.

**Bermondsey and Rotherhithe  
Community Council**



**Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Gerald Gohler, Constitutional Officer, or Gill Kelly,  
Community Council Development Officer

**Feedback for queries raised at the previous Bermondsey and Rotherhithe Community Council meeting**

	<b>Response</b>
<p><b>ACTION:</b> Officers to report back on granting access to local people to the plaque in the old Town Hall building in Spa Road.</p>	<p>The offices at 19 Spa Road have now been transferred to new owners for development. However, as part of the sale, the memorial plaques, which remain in place, have been retained in the council's ownership on behalf of the public. In addition, the plaques form part of the listed building status and so they are protected and cannot be removed without listed building consent first being obtained. We are advised that such consent would be unlikely in these circumstances and in any case, would be subject to the usual public consultation process. Although following the development the lobby will be a private entrance hall, through the sale of the property, the council has agreed on-going access by arrangement for the purposes of showing the memorials to up to two members of the public at a time on up to five occasions per year. In the future, members of the public with an interest in the memorials should contact the civic office. This formalised position of course does not prevent any interested individual or group requesting access directly from the new owners.</p>
<p><b>ACTION:</b> Officers to provide information about which developments the Section 106 funding in the report is proposed to be taken from, and to set a practical programme of works, which is to be fed back to councillors.</p>	<p>Earlier in 2012 a study tested a scheme for reverting all the one-way roads of the Lower Road gyratory to two-way working, but unfortunately this was not shown to be workable. Officers intend to commission further work to determine options for reverting as many roads as possible to two-way working to provide a workable traffic scheme. Some of the Section 106 funding released recently will be used for this purpose. Naturally there would be public consultation before implementing any scheme. The full scheme could cost in the order of £9 million and so implementation must wait until further Section 106 funding is available from developments on the peninsular, though officers will look for opportunities for early implementation of elements of any agreed scheme.</p>

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 30 January 2012	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Riverside 20mph Zone and Traffic Management Proposals	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

That the Bermondsey and Rotherhithe Community Council;

1. Comment upon the following recommendations that are due to be made to the Cabinet Member for Environment, Transport and Recycling:
  - a. In light of the positive consultation outcome regarding the introduction of the 20mph zone (with 86% support) and the council's ongoing objective to create a 20mph borough, it is recommended that this element of the scheme is progressed to implementation (subject to statutory consultation).
  - b. Upon analysing the consultation responses from residents on directly affected streets surrounding the proposed traffic management options, it is recommended that option 1 is progressed to the implementation stage. This option will be implemented on a trial basis for 6 months, during which time further traffic analysis of volumes and speeds can take place to ascertain if the measures have been effective.
  - c. It is recommended that following the trial period, the council re-consults residents to ask them if they would like to make the changes permanent.

### 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 report'.
5. Approval for the scheme in principle was given by Cabinet on 3 October 2012.

### KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from 15 October 2012 until 9 November 2012.

7. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.

### **RECOMENDATIONS TO THE CABINET MEMBER FOR ENVIRONMENT, TRANSPORT AND RECYCLING**

8. On the basis of the results of the public consultation the Cabinet Member is recommended to approve the Riverside 20mph Zone and option 1 traffic management proposal to progress to implementation (subject to formal statutory consultation).

### **POLICY IMPLICATIONS**

9. 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 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

### **COMMUNITY IMPACT STATEMENT**

10. 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.

### **RESOURCE IMPLICATIONS**

11. This report is for the purposes of consultation only and there are no resource implications associated with it.
12. It is, however, noted that this project is funded by the 2012/2013 LIP programme with an allocated budget of £72K.

### **CONSULTATION**

13. Ward members were consulted prior to commencement of the consultation.
14. Informal public consultation was carried out in October / November, as detailed above.
15. 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, Transport and Recycling following this community council meeting.
16. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill (020 7525 3541)

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Riverside 20mph zone and Traffic Management Consultation Report

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Public Realm Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	30 October 2012	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		22 January 2013

# London Borough of Southwark



## Riverside 20mph Zone & Traffic Management Measures

### Public Consultation Summary

November 2012

## London Borough of Southwark

### Riverside 20mph Zone and Traffic Management Proposals

#### Public Consultation Summary

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## 1.0 Introduction

### 1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the consultation exercise for the proposed introduction of a 20mph zone in Riverside Ward and various traffic management options to reduce the occurrence of rat running traffic during peak periods. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

1.1.2 The area under consideration is located within the SE16 district of Southwark (Riverside Ward), in the north of the borough. See figure 1 below.

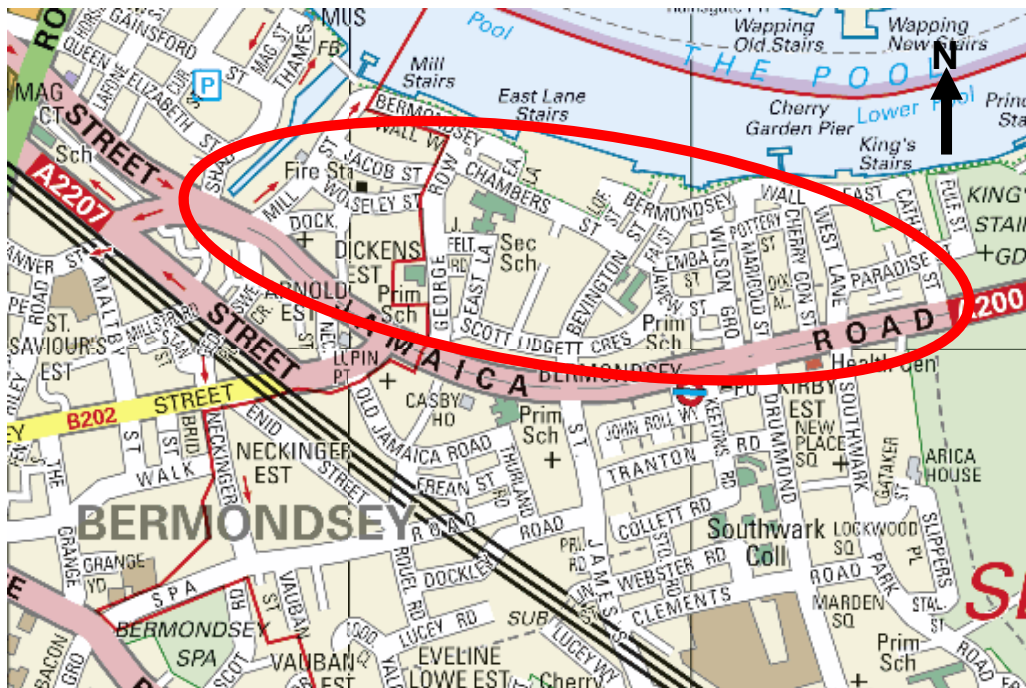


Figure 1: Location of proposed 20mph and traffic management scheme

### 1.2 Project and Objectives

1.2.1 The measures proposed form part of the council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed 20mph zone complements the council's Road Safety Strategy and a reduction in through traffic using local streets will improve road safety and enhance the residential environment for local residents and businesses.

1.2.2 It is proposed that a 20mph zone be introduced bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east. The proposed 20mph zone will be enforced using signage and road markings. Gateway signs will be placed adjacent to each road

junction with Jamaica Road. Repeater signage and road markings will be installed at regular intervals on all roads within the zone.

- 1.2.3 There are two proposed options for reducing traffic congestion and preventing rat running on local streets during times of congestions on Jamaica Road. These include:

#### **Option 1**

- Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.
- Pottery Street to be made one way westbound between Marigold Street and Wilson Grove (no entry from Wilson Grove). Cyclists will still be able to travel eastbound towards Marigold Street.

#### **Option 2**

- Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.
- Pottery Street to be closed to through traffic at its junction with Wilson Grove. The closure will be experimental and monitored over a 12 month period. Cyclists will still be able to access Pottery Street from Wilson Grove and measures will be installed so that emergency service access can be maintained.

*See Appendix A for drawing of proposed schemes*

### **1.3 Consultation Procedure**

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawing (A3 size) and a questionnaire /comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope.
- 1.3.3 The consultation document was delivered to a geographical area bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east., using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the

Metropolitan Police. Please see Appendix D of list of addresses within the distribution area.

- 1.3.5 The consultation documents were delivered by Royal Mail to 2555 addresses detailed within the distribution list. The documents were delivered on the 15<sup>th</sup> October 2012, with a return deadline of the 9<sup>th</sup> November 2012, allowing 4 weeks for the consultation period. However, consultation responses were considered for one further week after the prescribed deadline on the consultation document.

## 2.0 Consultation Responses

### 2.1 Response Rate and Distribution

- 2.1.1 A total of 309 questionnaire responses were received during the consultation period, equating to a 12.15% response rate. Four responses were received by email and sixteen responses were classed as anonymous.
- 2.1.2 The majority of questionnaires returned throughout the prescribed consultation period were from residents living in Mills Street, Bermondsey Wall West and Providence Square, making up 33% of the total response. See figure 2 below.

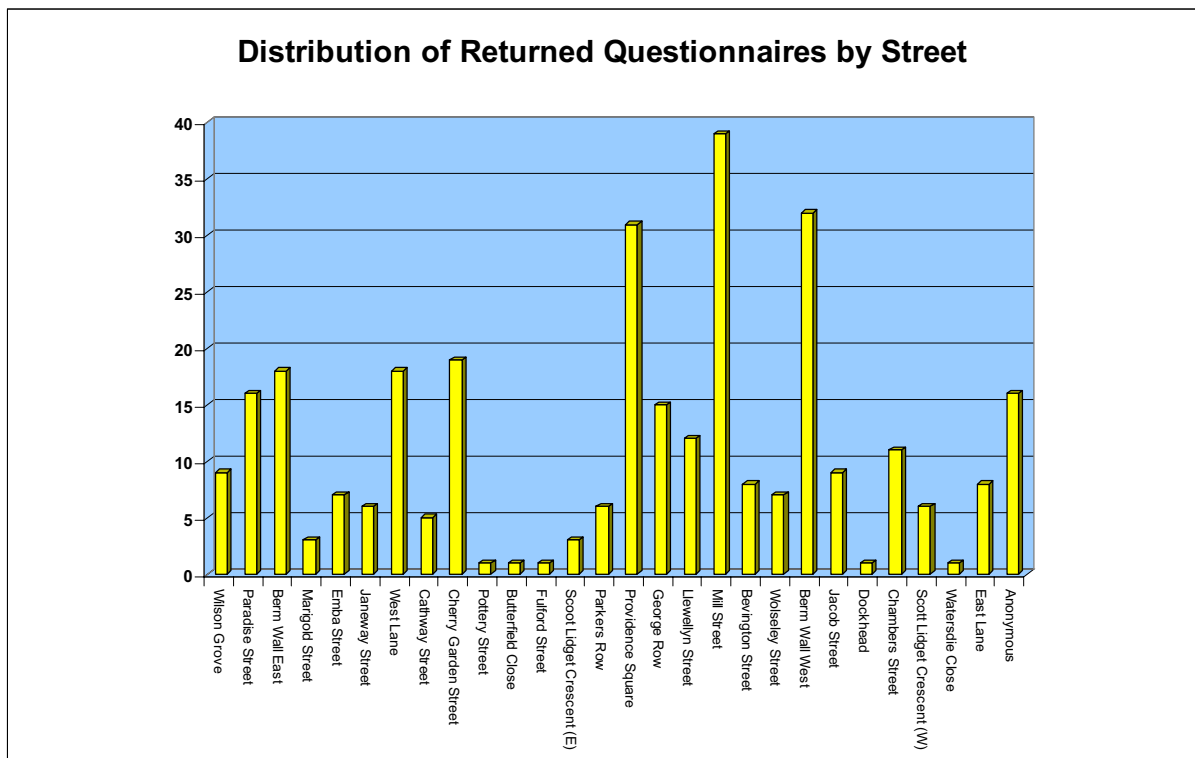


Figure 2 : Return questionnaire distribution by street

## 2.2 Questionnaire Analysis

2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

**Q1.** Are you a resident or business?

**Q2.** What do you think of the proposed 20mph zone?

**Q3.** Which traffic management option do you prefer?

2.2.2 The following is a summary of replies received:

### Question 1 - Are you a resident or business?

	Resident	Business
Replies	306	3
Total	99%	1%

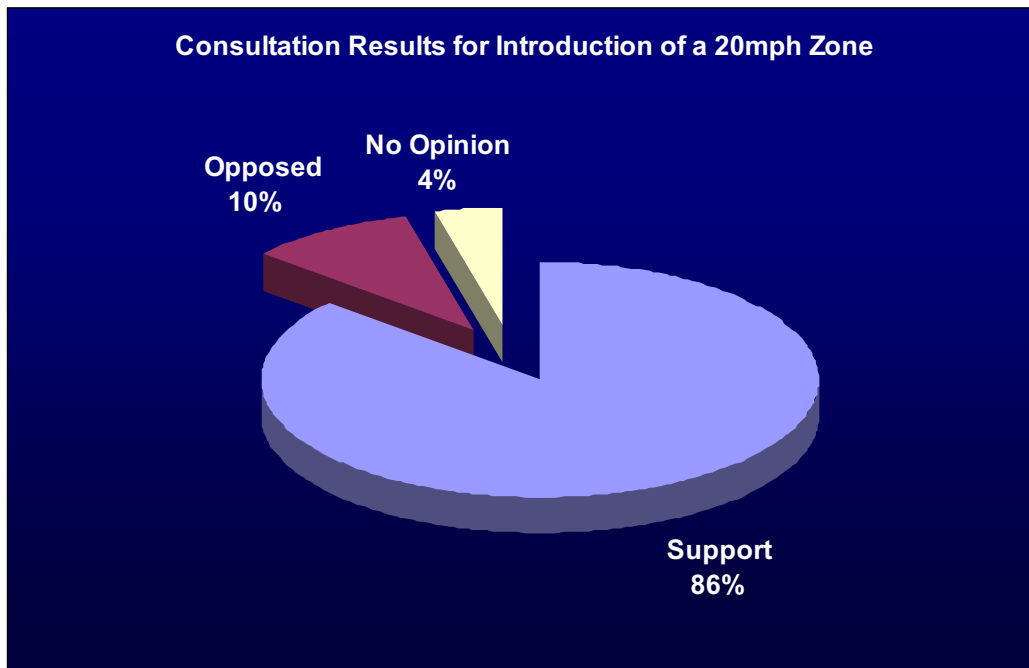
**Table 1: Returned questionnaire results for question 1**

2.2.3 The majority of returned consultation questionnaires were from local residents, with only three business formally replying to the consultation exercise.

### Question 2 – What do you think of the proposed 20mph zone?

	Support	Opposed	No Opinion
Replies	267	30	12
Total	86%	10%	4%

**Table 2: Returned questionnaire results for question 2**



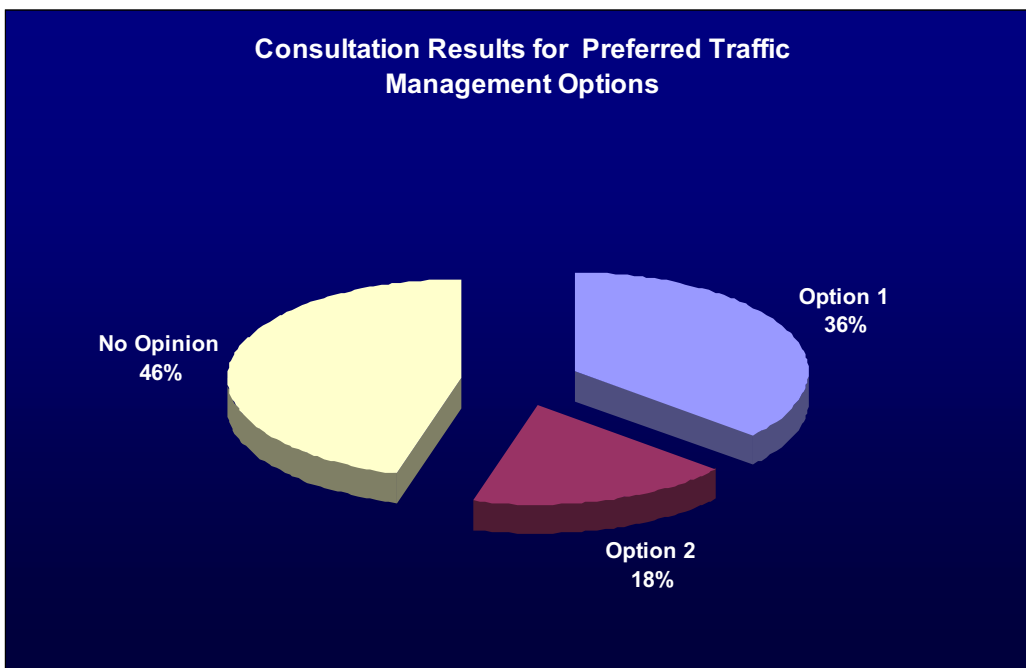
**Figure 3: Consultation questionnaire results for question 2 (20mph zone)**

2.2.4 The above graph and table indicate a majority of support for the proposed 20mph zone, with 86% support detailed in returned consultation questionnaires.

### Question 3 – Which traffic management option do you prefer?

	Option 1	Option 2	No Opinion
Replies	112	56	141
Total	36%	18%	46%

**Table 3 : Returned questionnaire results for question 3**



**Figure 4: Consultation questionnaire results for (whole zone) for Question 3 – Preferred Traffic Management Option**

- 2.2.4 The above graph and table indicate that the majority respondents returning questionnaires across the entire zone had no opinion / did not prefer either option (46%). Option 1 had 36% support with option 2 only having 18% support.
- 2.2.5 Whilst the above results were 'inconclusive', it may be argued that the majority of residents living in streets in the western half of the zone (Mills Street, Providence Square and Bermondsey Wall West) are not directly affected by changes to Pottery Street and Wilson Grove. Considering responses from these streets made up a third of the total returned questionnaires and 72% of respondents from these streets indicated 'no opinion', the above result could be considered biased to no opinion / do nothing and not a true reflection of local feeling, especially for residents living to the east of Wilson Grove.
- 2.2.6 In order to obtain a more accurate reflection of resident opinion that are directly affected by rat running non local traffic and the proposed traffic management options consulted upon, further analysis below has been undertaken using only the streets that are directly affected by the traffic management options. This is determined to be streets immediately to the west of Pottery Street and the entire area to the east of Wilson Grove. Please see figure 5.



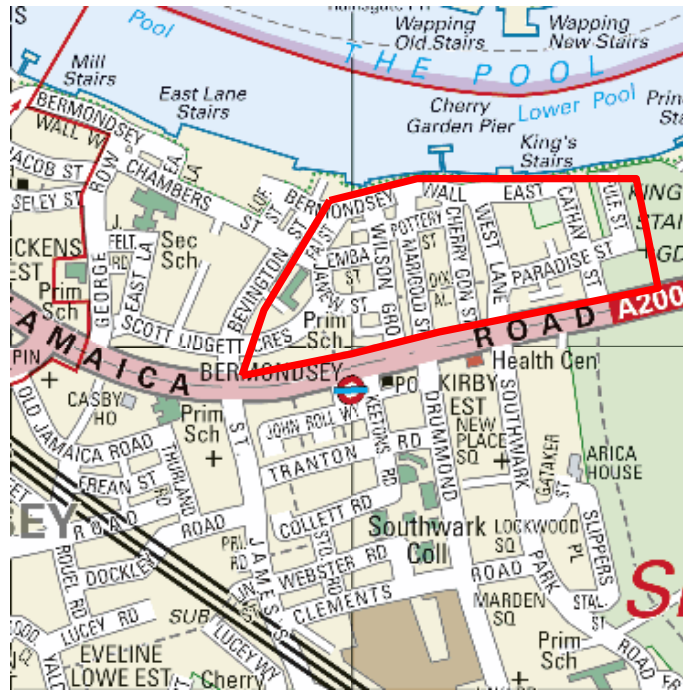


Figure 5: Area considered directly affected by the traffic management proposals

2.2.7 The majority of questionnaires returned throughout the prescribed consultation period from residents in the above area were from Paradise Street, Bernondsey Wall East, Cherry Garden Street and West Lane, accounting for 66% of total response rate from the defined area. See figure 6 below.

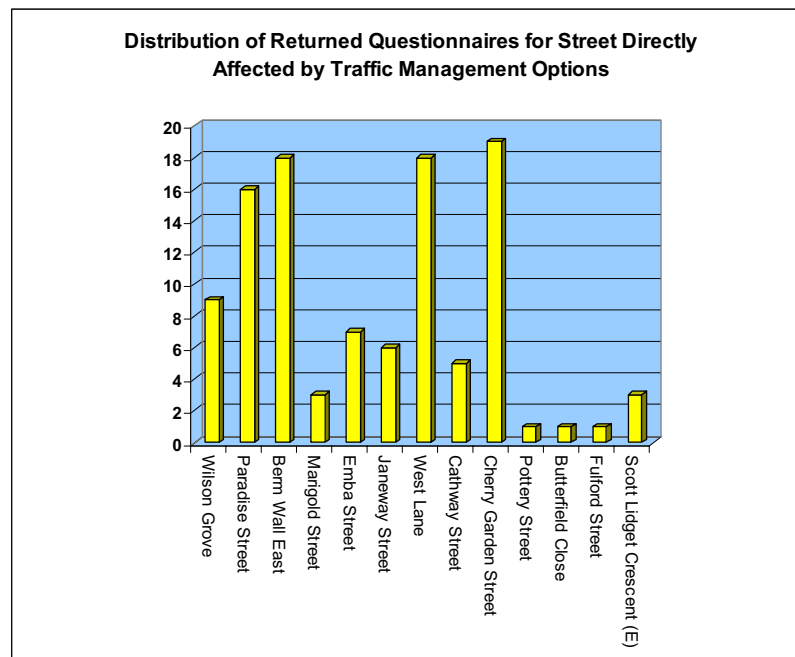
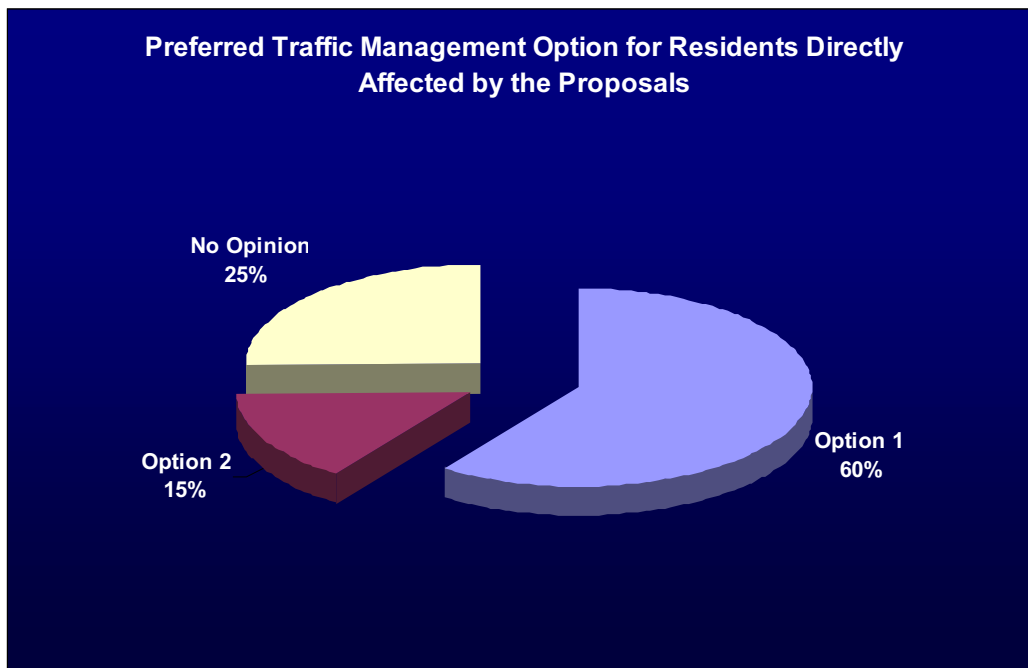


Figure 6: Return questionnaire distribution by street in traffic management option affected area

2.2.8 Table 4 below illustrates the return questionnaire results for question 3 from residents living in streets deemed to be directly affected by the proposed traffic management options.

	Option 1	Option 2	No Opinion
Replies	64	16	27
Total	60%	15%	25%

**Table 4: Returned questionnaire results for question 3 from residents living on roads directly affected by the proposed traffic management measures**



**Figure 7: Preferred option of traffic management for residents living on directly affected roads**

2.2.9 Figure 7 illustrates that traffic management option 1 received the strongest support, with 60% indicating that they would like this option to be implemented.

## 2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire.

- 2.3.2 The majority of respondents (86%) highlighted full support for the proposed 20mph zone, indicating that improvements were welcome, much needed, a good idea, a sensible change; and that they will improve road safety.
- 2.3.3 Respondents indicated many 'non local' drivers speed through the area in peak periods endangering the lives of pedestrians, particularly children and the elderly.
- 2.3.4 Many respondents indicated that the zone would need to be enforced properly.
- 2.3.5 A number of requests were made for further measures such as vertical traffic calming (speed bumps) to help enforce the proposed 20mph speed limit.\*

\*In response the funding allocation provided would not cover the cost of installing these additional measures.

The Council and TfL do not believe that the provision of road humps should be the default response in such situations

National 20mph zone standards have just been revised so that 20mph zones are legal by just using signage and road markings.

The Council will monitor the effects of the proposed zone if implemented, and can consider additional measures in the future, subject to funding, if the 20mph zone is not considered effective.

- 2.3.6 A number of requests were made for the installation of either static speed cameras or speed/distance/time cameras to assist with enforcing the 20mph limit.\*

\* In response, there is no budget to install such measures as part of this scheme. However the borough is hoping to trial speed/distance/time cameras as part of a pilot study to gauge their effectiveness in relation to the cost of installing the equipment. If successful, the measures may be rolled out as part of a borough wide programme.

- 2.3.7 A request was made for in introduction of an HGV ban to the north of Jamaica Road. \*

\* In response, there are no plans to introduce such a ban, as there are numerous businesses in the area that are reliant on HGV access. However it is envisaged that the introduction of traffic management measures to deter rat running will help prevent non local HGV traffic from using the area.

- 2.3.8 A request was made for road narrowing a footway buildouts along streets to deter traffic speeds.\*

\*In response, there are no available funds to introduce these changes to the road layout. However, the Council will monitor the effectiveness of the zone and could consider further physical measures in future if speeding remains an issue. Such measures would be subject to future funding allocations being approved by TfL or internally by the council.

- 2.3.9 A number of residents highlighted problematic / unsafe road junctions in the area that in their view require changes to road layouts or further safety measures. These included the junction of Chambers Street and Bevington Street and the junction of Wolseley Street and George Row.\*

\* In response, there is currently no funding to progress additional road safety measures or layout changes at these junctions. These comments will be passed to the Southwark Road Safety Team to ascertain if there is a specific safety issue at the junctions. If it is deemed that there could be potential accidents resulting from unsafe road layouts, then measures could be drafted and consulted upon at a future date (subject to funding).

- 2.3.10 A number of requests were made to keep signage to a minimum.\*

\* In response, new standards have just been published by the DfT that now allow entry / gateway signage and repeater signs / roundels to be kept to a minimum of one per installation (previous two, both sides of the road). This will substantially reduce street clutter associated with the introduction of the 20mph zone.

- 2.3.11 A summary of additional comments from residents that objected to the 20mph zone highlighted the following concerns:

***A number of respondents indicated that the works were a waste of money, a misallocation of resources and not necessary. \****

\*In response, the 20mph zone is being introduced in a cost effective manner using only signage and road markings. The benefits of speed reduction, improvements to road safety and enhancing the environment in local streets, far outweigh the cost.

The measures are in line with its Road Safety Strategy and are thus in keeping with priority expenditure parameters.

Many residents have highlighted that a reduction in traffic speeds on local roads is necessary to create a better environment to live in as well as to improve safety, highlighting that traffic speeds in the area are an issue that need to be urgently addressed.

***A number are respondents that objected to the 20mph zone stating that the council should leave things the way they are and there is no problem with traffic speeds. \****

\* In response, the council has received numerous requests from local residents and councillors highlighting that traffic speeds were a problem in local streets to the north of Jamaica Road. This was backed up by traffic surveys which indicated that the 85<sup>th</sup> percentile speeds of vehicles in local streets is far in excess of 20mph.

A key theme in returned questionnaires for residents throughout the consultation period highlighted that traffic speeds were a problem in the area, which is reflected in the large majority of support for the introduction of the 20mph zone.

***A number of objectors highlighted that there would be too much signage and street clutter associated with the introduction of the 20mph zone.\****

\* In response, new standards have just been published by the DfT that now allow entry / gateway signage and repeater signs / roundels to be kept to a minimum of one per installation (previous two both sides of the road). This will substantially reduce street clutter associated with the introduction of the 20mph zone.

2.3.12 The majority of respondents highlighted that traffic management options / changes to local streets were necessary to improve safety, reduce rat running traffic and improve the environment for residents living in the area.

2.3.13 Many indicated that the volume non local traffic / rat running vehicles, particularly during peak times is a major issue and were pleased at the prospect of traffic reduction, highlighting that walking in the area was disconcerting and unsafe due to vehicle speeds.

2.3.14 Many respondents from the area to the east of Wilson Grove supported option 1 over option 2, as a full road closure would severely restrict accessibility too and from their households. Option 1 (one way westbound working of Pottery Street) would still allow for residents living in roads to the east of Pottery Street / Wilson Grove to travel west toward London without having to use Jamaica Road.

Option 2 would force residents from this area to turn left out of West Lane (left turn only) drive down to the roundabout a Lower Road / Rotherhithe Tunnel and then travel back up Jamaica Road westbound in order to drive toward London. This would be a serious inconvenience, especially in the morning peak.

2.3.15 Many residents still supported option 1 even though it would mean that they no longer can access their houses when returning from Surrey Quays area by turning into Bevington Street, then using Scott Lidget Crescent and cutting through Pottery Street eastbound.

2.3.16 A number of requests were made to make Marigold Street one way southbound or no entry from Jamaica Road, as it is perceived that more vehicles will now use this street due to the closure / one way working of pottery street.\*

\* In response, the council is trying to prevent rat running by making minimal changes to the existing road layout. If a traffic management option is installed, then it will be done on a trial basis and additional post-installation traffic counts undertaken to ascertain if there has been an increase in traffic volumes on other streets. Following the results of the traffic surveys, further consultation will take place with residents to see if they are happy with the current arrangements and feel that the measures installed should be removed or additional complimentary traffic management measures should be installed.

2.3.17 A number of residents highlighted that Cathay Street, Cherry Gardens Street, Wilson Grove and Marigold Street should be made no entry from Jamaica Road.\* (Please see above officer response to paragraph 2.3.15).

2.3.18 A number of respondents who preferred option 1 indicated that the one way working should only be operational during peak traffic flow periods.\*

\* In response, the regulations for one way streets do not allow for this scenario. The section of carriageway must be either two-way or 'no entry'. There are no statutory regulatory signs that allow an exemption to times of the day. This would also conflict with carriageway markings indicating the direction of travel.

2.3.19 Many respondents asked for speed bumps to be installed in along Bermondsey Wall East, West Lane, Cherry Garden Street, Cathay Street, Scott Ledgeit Crescent and Paradise Street.\* (Please see above officer response to paragraph 2.3.5).

2.3.20 A number of residents expressed concern that people would disregard the one-way working of Pottery Street and still travel eastbound.\*

\*In response, the council would regularly monitor the one way section of Pottery Street through the use of mobile CCTV enforcement cameras to prosecute motorists contravening the regulation. This would be targeted in peak periods.

2.3.21 Numerous residents requested that the traffic signals at the junction of West Lane / Jamaica Road / Southwark Park Road be changed to allow vehicles to turn right out of West Lane into Jamaica Road and to turn right from Jamaica Road into West Lane.\*

\*In response, the council is not accountable for Jamaica Road or traffic signal installations in the borough. Transport for London (TfL) control and manage all red route carriageways (Jamaica Road) and traffic signal installations throughout London. Whilst the council notes this sensible request which would address current access issues facing residents living to the east of Wilson Grove, it unfortunately has no remit to pursue this matter.

2.3.22 A number of respondents highlighted the need for box junction markings at the junction of Bevington Road and Jamaica Road, expressing concern that during peak traffic flow times on Jamaica Road, vehicles on Jamaica Road block the junction making it impossible to vehicles to exit Bevington Road; thereby adding to congestion in local streets.\*

\* In response, TfL is the highway operator for Jamaica Road and any box junction marking would have to be agreed and installed by them. However, following this request from local residents the council will make representations to TfL to see if they would agree to investigate the feasibility of installing this marking to assist local residents and traffic saturation in Bevington Street.

2.3.23 Request for signage at Scott Lidget Crescent and Jamaica Road / Bevington Street saying 'no through access to Rotherhithe Tunnel'.\*

\*In response, officers will look at installing no through road signage at key locations to the west of Pottery Street / Wilson Grove inform drivers well in advance of the proposed changes to the road layout, which will reduce driver confusion and discourage rat running.

2.3.23 There were numerous comments requesting the removal of the bus lanes on Jamaica Road to ease congestion (and thereby rat running traffic though local streets).\*

\*In response, Jamaica Road forms part of the TRLN red route network and is managed by TfL and not the council. Therefore the council has no remit over the operation of these facilities. It could be argued that their removal would not result in an major reduction in congestion in peak times due to the bottleneck associated with the Rotherhithe Tunnel roundabout. The bus lanes also carry up to 10,000 bus passengers during peak times and their removal would have a detrimental effect on journey times, impacting on eight high frequency bus routes.

2.3.24 A summary of additional comments from residents that had no opinion / did not support either traffic management option zone highlighted the following concerns:

***A number of residents living on Bermondsey Wall East indicated that both options would severely restrict access to their properties particularly when heading east from Surrey Quays / Rotherhithe Tunnel.\****

\*In response, option 1 still allows for east to west travel when leaving their properties. However, it is noted that when returning to their properties from the east, residents will not longer be able to use the current local through route via Pottery Street to access Bermondsey Wall East. In order to access the residential area to the east of Wilson Grove, residents will have to turn into Bevington Road and then back out onto Jamaica Road and enter via Marigold Street, Cherry Garden Street or West Lane. This may, in peak traffic flow periods, increase their journey time to access their property.

However it must be noted that the traffic vehicle counts undertaken have shown that the traffic volumes for Bermondsey Wall East between Marigold Street and Cathway Street have up to 500 vehicles per hour in the PM Peak (4pm – 6pm) and 85% percentile speeds well in excess of 20mph. It is clearly evident that this section of Bermondsey Wall East is being used by non local traffic to access Cathay Street to exit onto Jamaica Road. Preventing west to east travel (by implementing option 1 or 2) would reduce traffic volume and in conjunction with the 20mph zone proposals, will reduce traffic speeds, making the streets in the area quieter and safer for local residents.

It must also be noted that if an option is taken forward to implementation, then it will be done so on a trial basis. During the trial period further traffic volume and speeds surveys will be undertaken to ascertain if the objectives of the scheme have been met. Residents will also be re-consulted to obtain local views on whether the scheme has been positive / successful and asked if they wish to retain the measures on a permanent basis.

\*\* It must be noted that a number of similar comments were received from residents living on roads in this eastern area, expressing concerns about the increase in journey time and sitting in traffic on Jamaica Road when accessing their homes from the east, if the traffic management proposals go ahead.



***A number of respondents the objected to the scheme indicating that the proposals were totally flawed and that the council should be sorting the symptom of rat running and not the problem. This would involve reducing congestion on Jamaica Road including removal of bus lanes, rephasing the traffic signals and remodelling / designing the roundabout at the Rotherhithe Tunnel.\****

\*In response, Jamaica Road is maintained and controlled by TfL as it is part of the TLRN network. The council is therefore unable to propose any changes to this carriageway in order to potentially reduce traffic congestion, including bus lane removal, changes to the layout of the roundabout and the Rotherhithe Tunnel or rephrasing of traffic signals.

Therefore measures have been proposed on local streets under council control to address the identified issues such as rat running that are a direct result of traffic congestion on Jamaica Road.

***A number of replies indicated that preventing through traffic on local streets will add to congestion on Jamaica Road making an already bad problem worse.\****

\*In response, local residential streets are being used for high volume non local traffic, as drivers try and avoid congestion on Jamaica Road. This has been backed up by survey data and numerous complaints from local residents and ward members.

The area to the north of Jamaica Road is residential, has a number of schools, narrow carriageway widths and the roads are not designed to cater for high volume traffic. The objective of the scheme is to improve the quality of life for local residents through a reduction in non local traffic and vehicle speeds. This will obviously displace non local traffic back onto the main arterial route of Jamaica Road, which is designed to cater for high volume traffic. It is the council's view that the TM changes will have a minimum impact on the overall traffic saturation of Jamaica Road, but will have a significant positive effect on the local streets where traffic volumes and speeds are reduced.

***Numerous comments were received from respondents that did not support either option highlighting that the measures were a waste of time and there is no evidence to justify the scheme (leave things as they are).\****

\*In response, the council undertook a comprehensive traffic study in the streets north of Jamaica Road, which looked at both traffic volume (particularly in the AM and PM peak periods), as well as vehicle speeds. The results clearly showed an abnormal number of vehicles using local streets (such as Pottery Street and Bermondsey Wall East), particularly in the PM peak periods of 4pm – 6pm. This was further reinforced by comments from local residents in the area and as part of this consultation exercise.

Leaving the status quo would be unacceptable to the majority of local residents, particularly those who live to the east of Wilson Grove that are directly affected by the nuisance of rat running traffic.



***A respondent indicated that closing Pottery Street will result in more congestion at the Bevington Street / Jamaica Road junction\****

\*In response, there is no evidence to suggest that traffic congestion will be worse on Bevington Street at the Jamaica Road junction. The majority of rat running non local traffic is travelling in an easterly direction and this traffic will be displaced onto Jamaica Road as a result of the traffic management options. There is no reason why non local traffic will be using Bevington Street to access Jamaica Road if the current cut through route in Pottery Street is closed or made one way westbound.

It is also noted that the worst congestion on Jamaica Road is to the east of the Bevington Street junction and therefore there is no advantage for non local drivers to use residential streets to the west of Bevington Street to avoid queues on Jamaica Road.

***Concerns were raised that cars will still come up Marigold Street to access Cathay Street.\****

\*In response, some non local through traffic may look for alternative routes if eastbound flow is no longer allowed along the western section of Pottery Street. However there is little to be gained by traversing Marigold Street up to Bermondsey Wall East and back down to Cathay Street as the distance along Jamaica Road that drivers would cut out is minimal.

As stated above, is a traffic management option is implanted, then it will be done on a trial basis with further traffic council and speed surveys undertaken post implementation to ascertain if there has been an unwanted displacement of non local traffic onto other roads in the zone.

2.3.11 46% of respondents did not submit a further comment.

## **2.4 Levels of Consensus**

2.4.1 The following majority level of agreement has been given in relation to the questions contained within the consultation document:

### *20mph Zone*

- 86% of consultees support the introduction of the 20mph zone;
- 10% of consultees are opposed to the 20mph zone; and
- 4% of consultees have no opinion regarding the proposed 20mph zone.

### *Traffic Management Options\**

- 60% of consultees support the introduction of option 1;
- 15% of consultees supported the introduction of option 2; and
- 25% of consultees have no opinion regarding the traffic management options.

*\*(for residents living on directly affected streets)*

## 2.5 Statutory Consultee Replies

2.5.1 One statutory consultee replied to the consultation exercise.

- Southwark Living Streets replied indicating full support for the scheme, highlighting that the measures were both innovative and cost effective.

## 3.0 Recommendations

3.1 In light of the positive consultation outcome regarding the introduction of the 20mph zone (with 86% support) and the council's ongoing objective to create a 20mph borough, it is recommended that this element of the scheme is progressed to implementation (subject to statutory consultation).

3.2 Upon analysing the consultation responses from residents on directly affected streets surrounding the proposed traffic management options, it is recommended that option 1 is progressed to the implementation stage. This option will be implemented on a trial basis for 6 months, during which time further traffic analysis of volumes and speeds can take place to ascertain if the measures have been effective.

3.3 It is recommended that following the trial period, the council re-consults residents to ask them if they would like to make the changes permanent.

## Appendices

Appendix A:	Scheme Proposals
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area

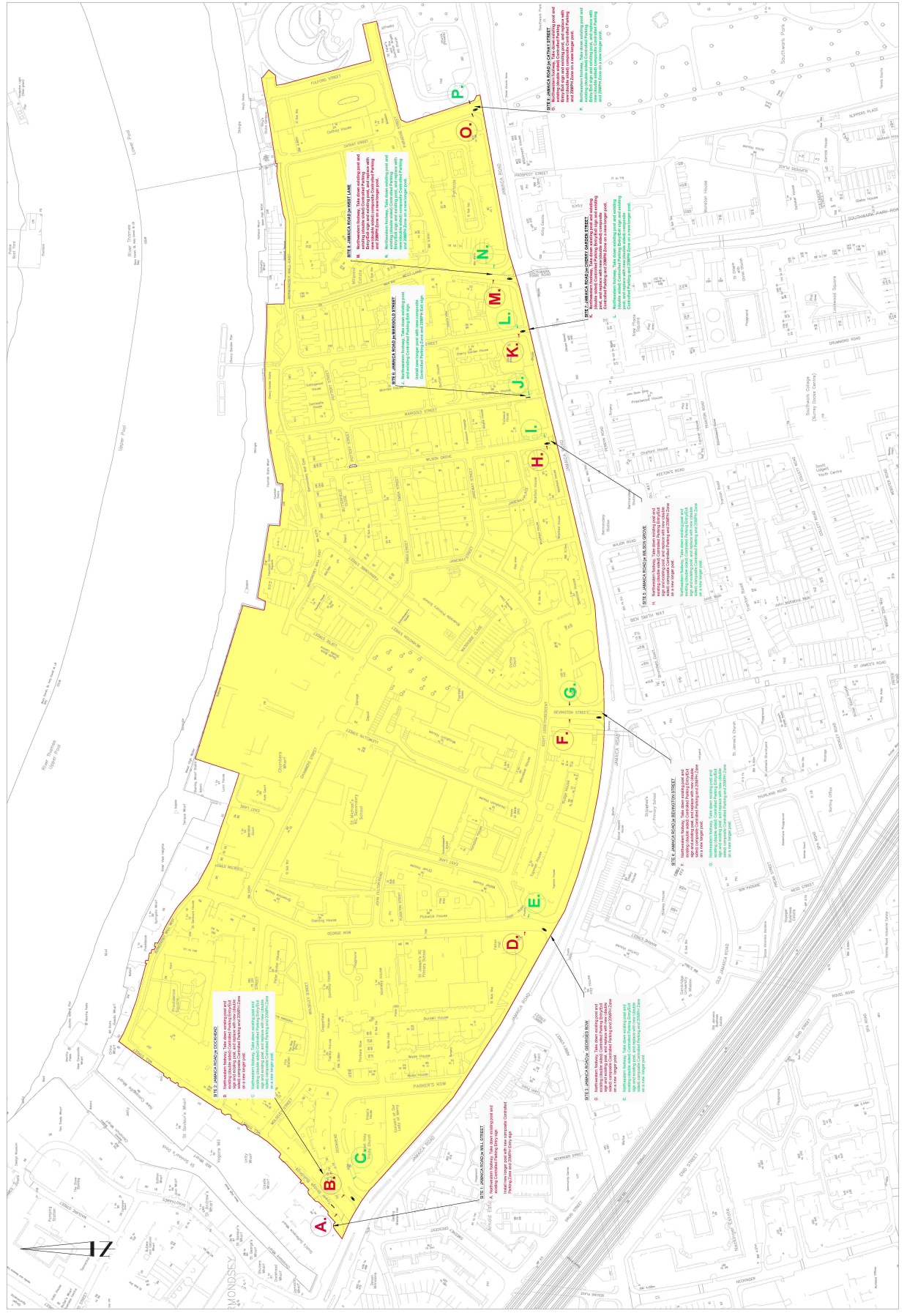
## Appendix A: Scheme Proposals

LEGEND / NOTES.

No.	Date	Revision



<b>Project</b>	<b>RIVERSIDE AREA</b>
<b>Title</b>	<b>20 MPH ZONE PROPOSED LINING AND TRAFFIC SIGNING</b>
<b>Contract No.</b>	
<b>Scale</b>	1:1250 @ A0
<b>Drawing No.</b>	12105-GA-001
<b>Date</b>	JULY 2012



## Appendix B: Consultation Documents

## We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 9<sup>th</sup> November 2012**

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.

## What happens next?

As you will appreciate Southwark Council receives many comments from consultations and therefore are unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made.

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Steve Daway on 020 7525 5385. Alternatively you can email to: [stephen.daway@southwark.gov.uk](mailto:stephen.daway@southwark.gov.uk)

If appropriate, implementation should take place in Spring 2013.

**To arrange a translation of this leaflet and the other consultation documents, or for other assistance, please take it to:**

**One Stop Shop – 122 Peckham Hill Street, London SE15, or  
One Stop Shop – 151 Walworth Road, London SE17, or  
One Stop Shop – 17 Spa Road, London SE16, or  
Southwark Town Hall – Peckham Road, London SE5.**

الترب لترجة هذه الكرسية خذها رجاء الى أحد العنوين التاليين:  
Para obtener una traducción de este folleto, llévelo a:  
Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:  
Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:  
Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :  
এই হস্তাঙ্গলপত্রিকাটির (লিফলেটের) একটি অনূদনের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:  
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

## Riverside Traffic Management Proposals

### Have your say

Southwark Council is holding a consultation to receive residents and key stakeholders comments regarding proposals to reduce traffic in residential streets to the north of Jamaica Road and the introduction of a 20mph zone.

### Background

This scheme was identified due to correspondence from local residents and ward councillors regarding rat running on the local streets during times of congestion on Jamaica Road. The overall objective of this scheme is to improve the local environment through the reduction of traffic on the local streets north of Jamaica Road. To support this objective, a 20mph zone is also proposed which is part of the council's initiative to become a 20mph borough.

### What are the proposed changes?

A 20mph zone is proposed bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east. The proposed 20mph zone will be enforced using signage and road markings. Gateway signs will be placed adjacent to each road junction with Jamaica Road. Repeater signage and road markings will be installed at regular intervals on all roads within the zone.

There are two proposed options for reducing traffic congestion and preventing rat running on local streets during times of congestions on Jamaica Road. These include:

#### Option 1

Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.

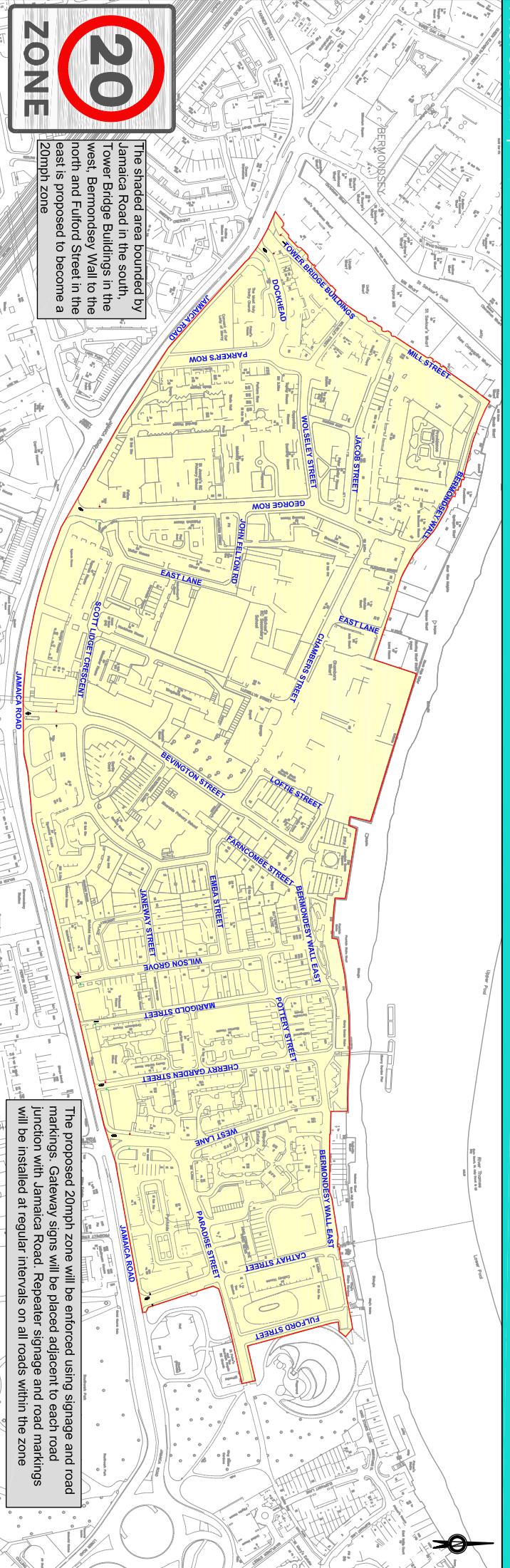
Pottery Street to be made one way westbound between Marigold Street and Wilson Grove (no entry from Wilson Grove). Cyclists will still be able to travel eastbound towards Marigold Street.

#### Option 2

Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road.

Pottery Street to be closed to through traffic at its junction with Wilson Grove. The closure will be experimental and monitored over a 12 month period. Cyclists will still be able to access Pottery Street from Wilson Grove and measures will be installed so that emergency service access can be maintained.

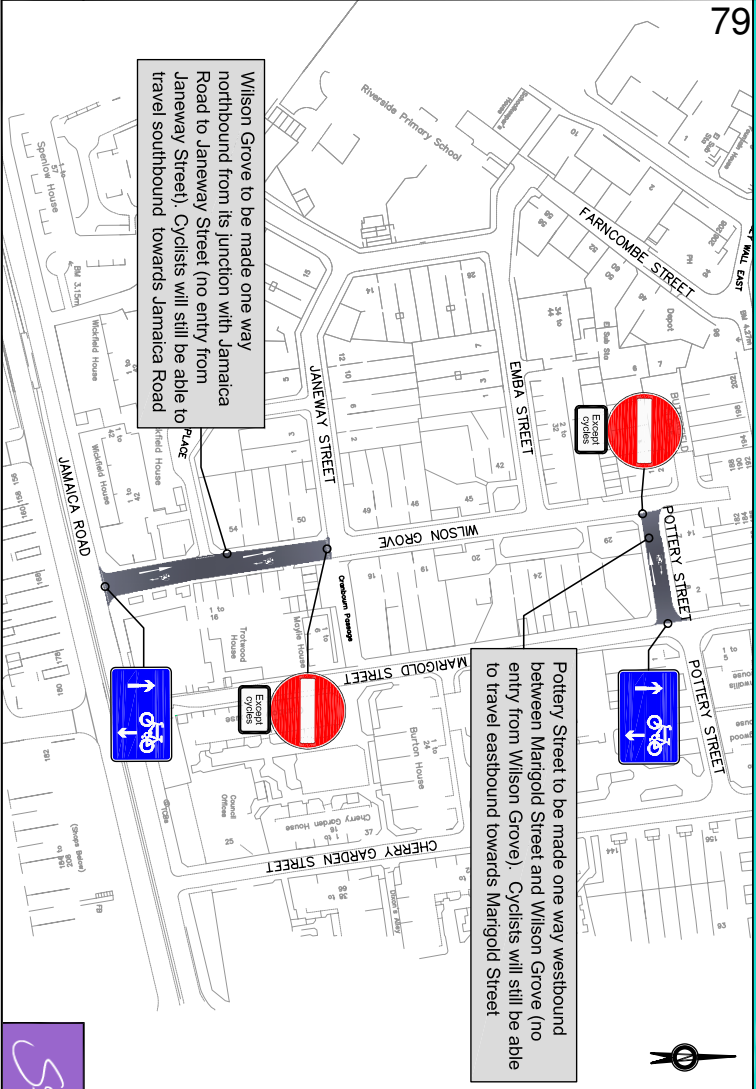




The shaded area bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bernondsey Wall to the north and Filford Street in the east is proposed to become a 20mph zone

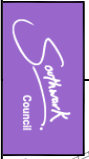
The proposed 20mph zone will be enforced using signage and road markings. Gateway signs will be placed adjacent to each road junction with Jamaica Road. Repeater signage and road markings will be installed at regular intervals on all roads within the zone

TRAFFIC MANAGEMENT OPTION 1

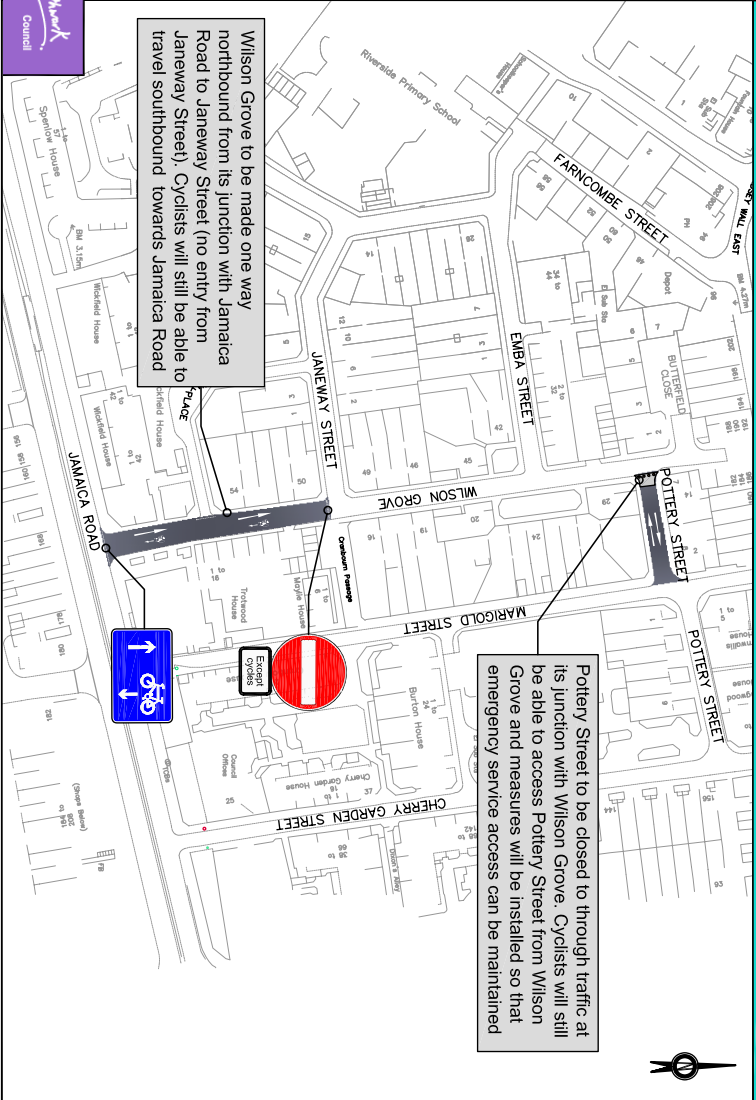


Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street (no entry from Janeway Street). Cyclists will still be able to travel southbound towards Jamaica Road

Pottery Street to be made one way westbound between Marigold Street and Wilson Grove (no entry from Wilson Grove). Cyclists will still be able to travel eastbound towards Marigold Street



TRAFFIC MANAGEMENT OPTION 2



Wilson Grove to be made one way northbound from its junction with Jamaica Road to Janeway Street. Cyclists will still be able to travel southbound towards Jamaica Road

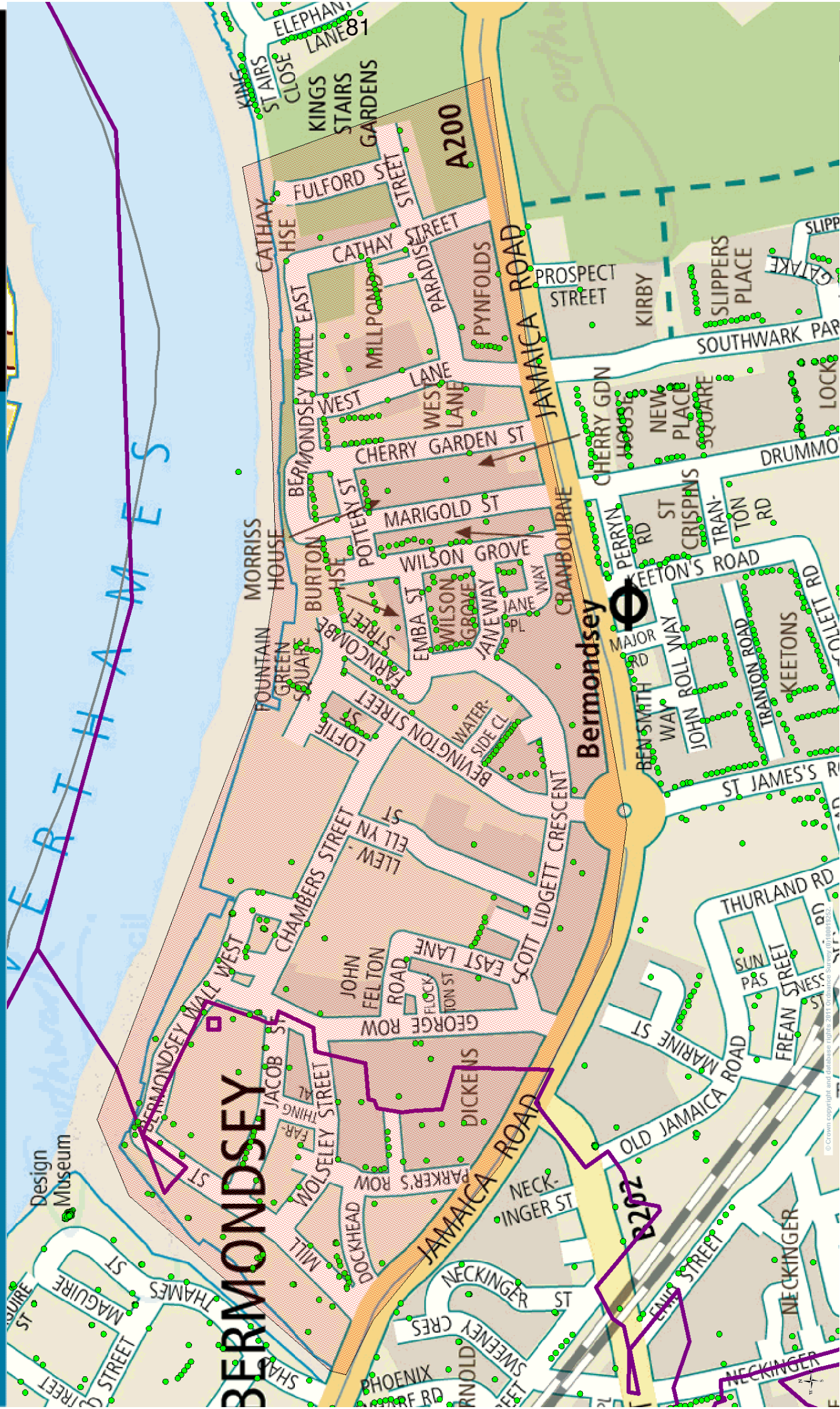
Pottery Street to be closed to through traffic at its junction with Wilson Grove. Cyclists will still be able to access Pottery Street from Wilson Grove and measures will be installed so that emergency service access can be maintained



## **Appendix C: Location Plan and Extents of Consultation**

# Riverside Traffic Management and 20mph Zone - Consultation Area

Date 1/10/2012





**Appendix D: List of Addresses within Distribution Area  
(Available on Request)**

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 30 January 2013	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Bermondsey and Rotherhithe Community Council	
<b>From:</b>		Strategic Director of Environment and Leisure	

### RECOMMENDATIONS

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, be approved for implementation subject to the outcome of any necessary statutory procedures:
  - Bermondsey Wall East – install one disabled persons' (blue badge) parking bay.
  - Thurland Road – convert two existing, unrestricted parking bays to G zone permit holder parking bays.
  - Rotherhithe Street – install double yellow lines at the following locations:
    - a. adjacent to the dropped kerb leading from the Swan Road Estate
    - b. adjacent to the dropped kerb leading to No.133, Hay's Court
    - c. at the junction of Swan Road and Rotherhithe Street.

### BACKGROUND INFORMATION

2. This report presents recommendations for a number of local parking amendments.
3. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the Community Council.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### KEY ISSUES FOR CONSIDERATION

#### **Bermondsey Wall East – 1213Q3006**

5. An application has been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. In this case, the applicant met the necessary criteria for an origin, disabled persons parking bay.
6. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with the applicant to ascertain the appropriate location for each disabled bay.
7. It is therefore recommended that disabled bay be installed at the following

location, see Appendix 1 for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q3006	Opposite No. 200 Bermondsey Wall East	Appendix 1

#### **Thurland Road – 1213Q3028**

8. An officer from the public realm division identified two areas of the public highway, in Thurland Road, that are currently being used for informal parking but are not designated as such.
9. A site visit was carried out on 8 November 2012 and noted that, at present, there are 2 recessed bays on the western side, opposite the churchyard. These areas currently have no designation and vehicles are parking here without causing an obstruction.
10. These bays were constructed as part of the Bermondsey Spa development and have the same appearance as the other, adjacent recessed (and designated) parking bays.
11. It is therefore recommended that the existing recessed bays on Thurland Road are designated as Bermondsey (G) permit holders only parking bays as shown in Appendix 2.

#### **Rotherhithe Street – 1213Q2023**

12. A resident services officer from Housing and Community Services asked if the exit from the Swan Road Estate could be protected by double yellow lines on Rotherhithe Street to improve egress from the estate.
13. A site visit was carried out on 9 October 2012 and it was noted that vehicles were parking very close to the dropped kerb that leads from the estate car park. The exit is located between two high sided buildings and is not immediately obvious to those who may choose to park there.
14. Immediately opposite the Swan Road Estate exit is the vehicle entrance to No.133 Hay's Court, this entrance/exit is through an arch in the wall and has very limited sight lines exacerbated by the absence of a footway. Vehicles were parked very close to this exit which further reduces sight lines.
15. Additionally the engineer noted that the sight lines at the junction with Swan Road and Rotherhithe Street were reduced by parked vehicles. At the time of the visit vehicles were parked on the junction causing vehicles existing Swan Road to creep into Rotherhithe Street.
16. Parking close to a junction or a dropped kerb reduces the inter-visibility between all road users. In particular, vehicles parked close to a junction are likely to reduce the sight lines between a vehicle proceeding along the street and a vehicle entering into that street. This can lead to an increasing risk (or severity) of collision. Vulnerable road users such as cyclists and pedestrians are at

greatest risk of injury in such circumstances.

17. The Highway Code<sup>1</sup> makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
18. It is not an offence, to park adjacent to a dropped kerb if that dropped kerb leads to a shared driveway, as in these cases, unless a traffic order and waiting restrictions (yellow lines) are implemented.
19. It is therefore recommended, as detailed in Appendix 3, that at any time waiting restrictions (double yellow lines) are introduced to protect sight lines and enable enforcement at:
  - a) the dropped kerb leading from the Swan Road Estate
  - b) the dropped kerb leading to No.133, Hay's Court
  - c) the junction of Swan Road and Rotherhithe Street

## **POLICY IMPLICATIONS**

20. 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 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**

21. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
22. 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.
23. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
24. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
25. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
26. With the exception of those benefits and risks identified above, the

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<sup>1</sup> [Highway Code, rule 243](#)

recommendations are not considered to have a disproportionate affect on any other community or group.

27. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **RESOURCE IMPLICATIONS**

28. All costs arising from implementing the recommendations will be fully contained within the existing local parking amendment budget.

### **Legal implications**

29. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
30. 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.
31. 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.
32. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
33. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
34. These powers must be exercised so far as practicable having regard to the following matters
- a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
  - e) any other matters appearing to the Council to be relevant.

## Consultation

35. No informal (public) consultation has been carried out.
36. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
37. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
38. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
39. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
40. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
41. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker (020 7525 2021)

## APPENDICES


No.	Title
Appendix 1	Bermondsey Wall East – proposed origin disabled bay
Appendix 2	Thurland Road – proposed permit holders only bays
Appendix 3	Rotherhithe Street – proposed at any time waiting restrictions



## AUDIT TRAIL

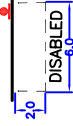
<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	7 January 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Community Council Team</b>	21 January 2013	


PUBLIC REALM PROJECTS (PARKING DESIGN)





Environment & Leisure, Public Realm  
PO Box 64529, London SE1 5LX


**LEGEND**

ROAD MARKING  

 DISABLED

POSITION OF SIGN AND SUPPORT  

 Disabled badge holders only

EXISTING PERMIT BAY  


EXISTING DOUBLE YELLOW LINE  


EXISTING SINGLE YELLOW LINE  


Revision details	By	Date	Suffix
			A
			B

Project ID / name  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
BERMONDSEY\_WALL\_EAST  
PROPOSED\_DISABLED\_BAY

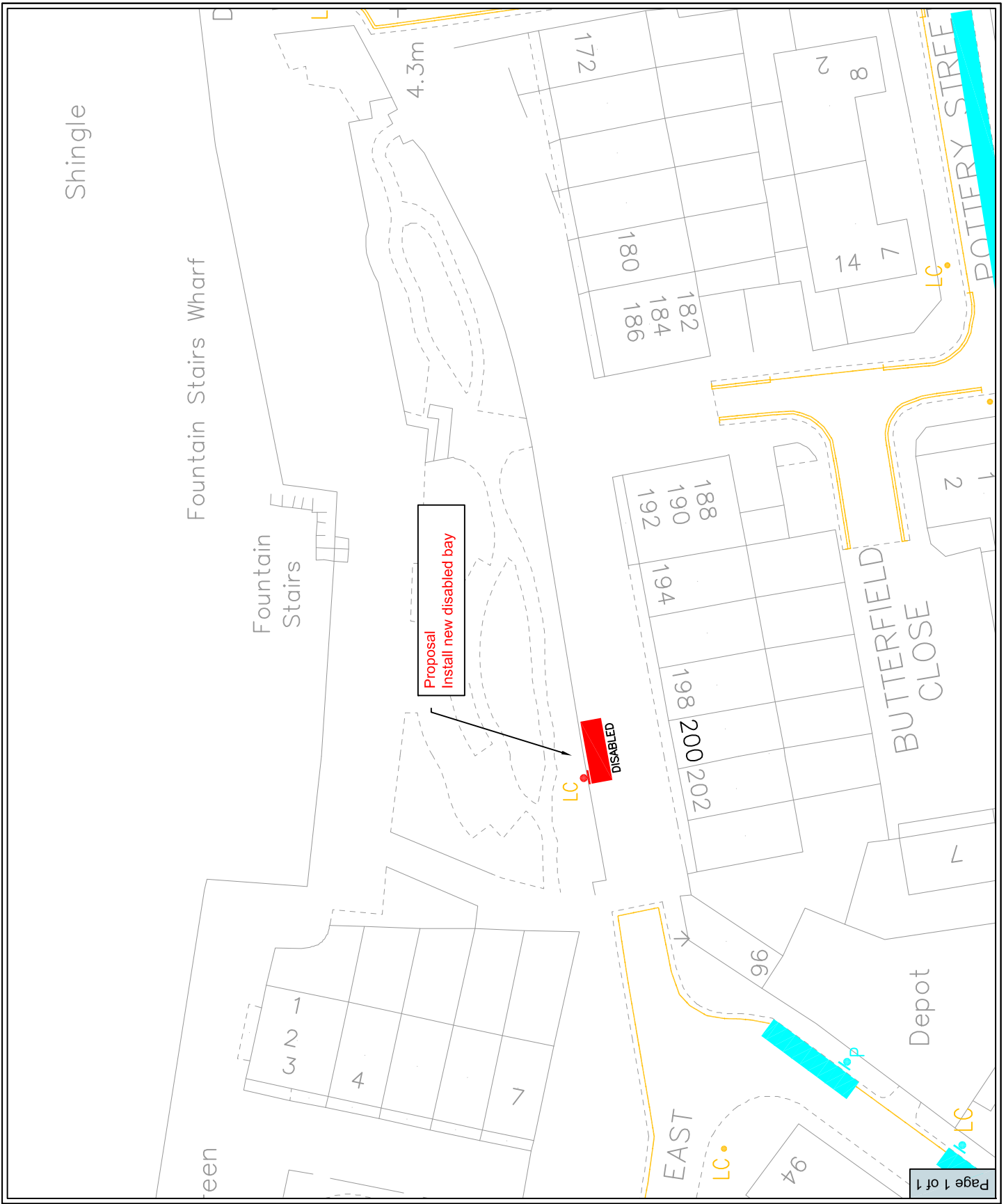
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MH	MH	TW	TW
24/09/12	24/09/12	10/10/12	10/10/12

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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment and Leisure, Public Realm  
PO Box 64529, London SE1 5LX

LEGEND

- AAT Red Route
- 7am - 7pm Red Route
- AAT Waiting restriction
- Zone Waiting restriction
- Permit holders only bay
- Pay and display bay
- Shared use bay
- Loading only bay
- Car club only bay
- Solo motorcycles only bay
- Doctors only bay
- 30min Time restricted free bay
- 4 hour Time restricted free bay
- Ambulance bay
- Single meter bay
- Cycle hire docking station
- Zone entry sign and post
- Street Furniture

Revision details	By	Date	Suffix
			A
			B

Project ID / name

1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title

THURLAND ROAD

PROPOSED\_NEW\_PERMIT\_BAYS

Layout

APPENDIX\_2

Scale

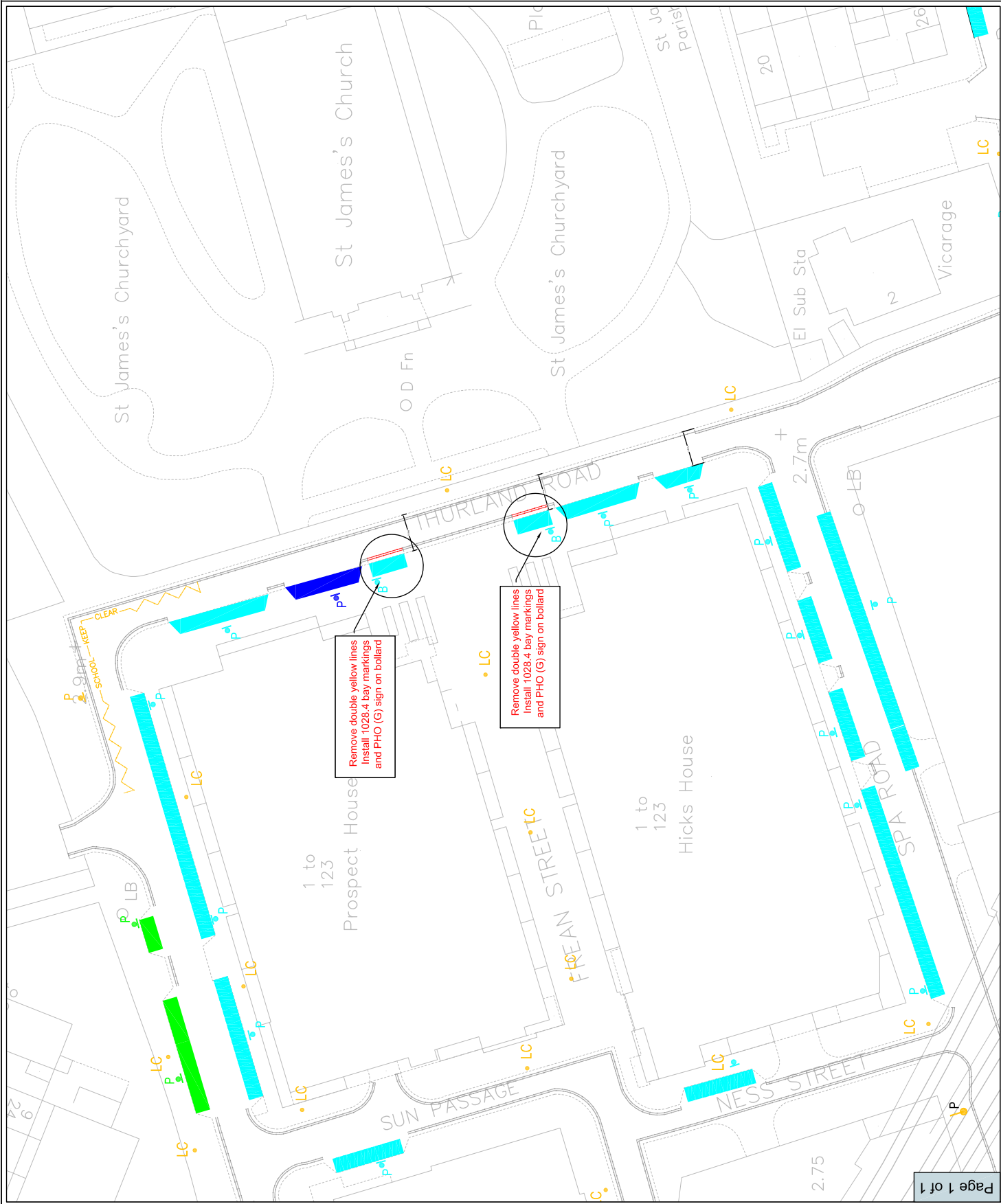
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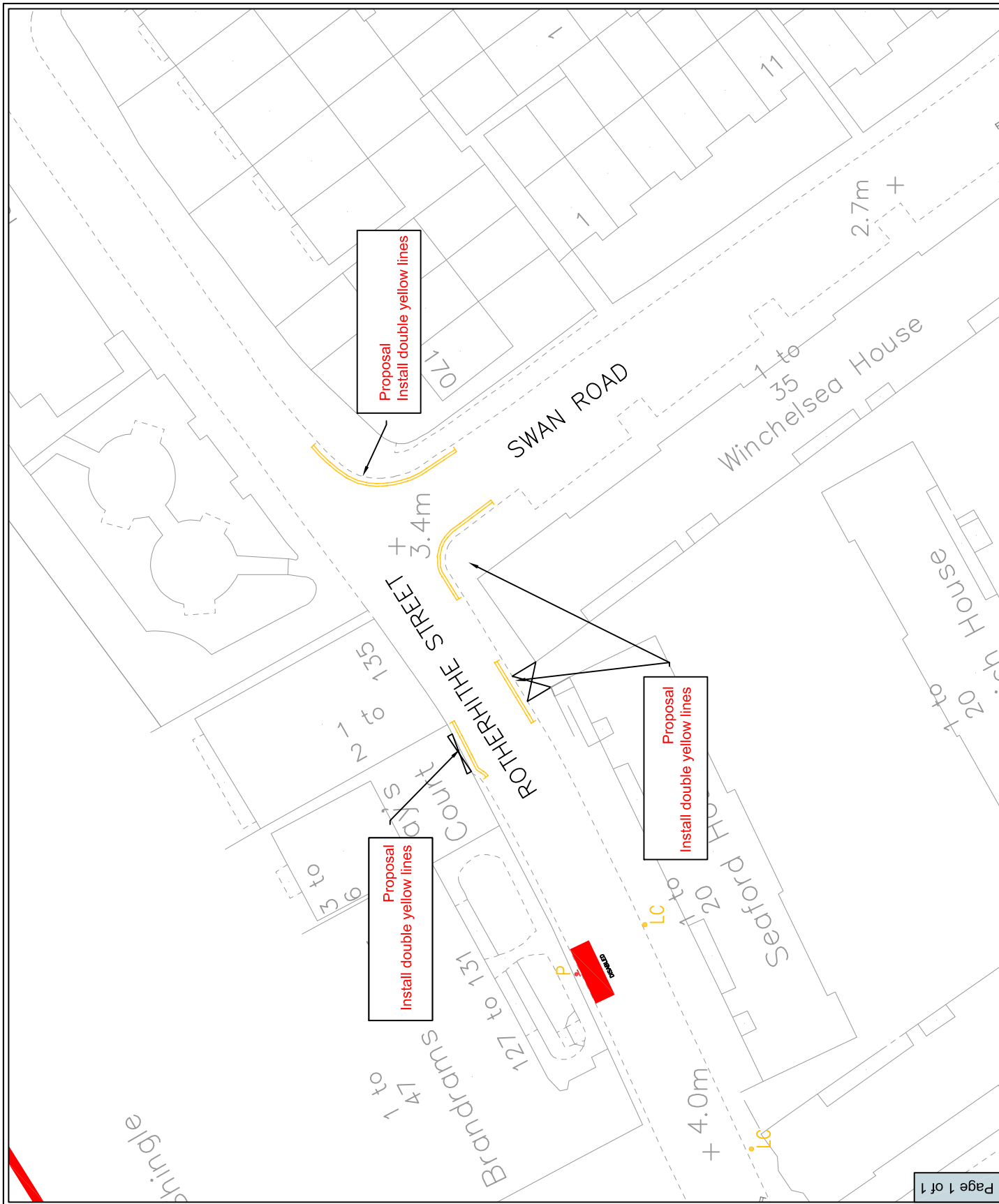
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Drawn	Designed	Checked	Approved
MH	MH	TW	TW
19/10/12	19/10/12		

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 <p><b>Southwark Council</b> Environment and Leisure, Public Realm PO Box 64529, London SE1 5LX</p>																																					
<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>EXISTING SINGLE YELLOW LINE</li> <li>EXISTING DOUBLE YELLOW LINES</li> <li>PROPOSED DOUBLE YELLOW LINES</li> <li>MOTORCYCLE BAY</li> <li>DISABLED BAY</li> </ul>																																					
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**BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST  
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