

Borough, Bankside and Walworth Community Council

Theme: Older persons' voices

Saturday 16 November 2013

1.00 pm

Walworth Methodist Church, 54 Camberwell Road, London SE5 0EW

Membership

Councillor Martin Seaton (Chair)
Councillor Poddy Clark (Vice-Chair)
Councillor Catherine Bowman
Councillor Neil Coyle
Councillor Patrick Diamond
Councillor Dan Garfield
Councillor Claire Hickson
Councillor Lorraine Lauder MBE

Councillor Rebecca Lury
Councillor Tim McNally
Councillor Darren Merrill
Councillor Abdul Mohamed
Councillor Adele Morris
Councillor David Noakes
Councillor Geoffrey Thornton

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 8 November 2013



Order of Business

- | Item No. | Title |
|----------|--|
| 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.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES (Pages 1 - 9)	
	The minutes of the meeting held on 2 October 2013 to be agreed as a correct record and signed by the chair.	
6.	BOROUGH, BANKSIDE AND WALWORTH YOUTH COMMUNITY COUNCIL	1.10pm
	Members of the Youth Community Council to feed back on their recent activities and issues they have been discussing.	
7.	BUDGET CONSULTATION - FEEDBACK (Pages 10 - 11)	1.25pm
	Councillors to note the feedback.	
8.	PETITIONS AND DEPUTATIONS	1.30pm
	The chair to advise on any deputations or petitions received.	
9.	COMMUNITY ANNOUNCEMENTS	1.40pm
	<ul style="list-style-type: none"> • Southwark Private Sector Housing and Empty Homes Team • NHS Southwark Clinical Commissioning Group • Local police 	
10.	OLDER PERSONS' VOICES IN BOROUGH, BANKSIDE AND WALWORTH	1.50pm
	Zoe Bulmer (Southwark Customer Resolution Manager); Neil White, Southwark Pensioners' Centre, and others.	
11.	LAUNCH OF THE COMMUNITY COUNCIL FUND	2.50pm
	Announcement by Councillor Neil Coyle.	

Item No.	Title	Time
12.	CLEANER GREENER SAFER - REALLOCATION (Pages 12 - 16)	2.55pm
	Note: This is an executive function.	
	Councillors to consider the information contained in the report.	
13.	PARKING CHANGES RESULTING FROM THE AYLESBURY PHASE 7 DEVELOPMENT (Pages 17 - 23)	3.00pm
	Note: This is an executive function.	
	Councillors to consider the information contained in the report.	
14.	WEBBER AND RUSHWORTH STREET STREETSCAPE IMPROVEMENTS (Pages 24 - 31)	3.05pm
	Note: This is an executive function.	
	Councillors to consider the information contained in the report.	
15.	LOCAL PARKING AMENDMENTS - CAMBERWELL VISITOR PARKING (Pages 32 - 51)	3.10pm
	Note: This is an executive function.	
	Councillors to consider the information contained in the report.	
16.	BOUNDARY LANE AND BRADENHAM CLOSE - TRAFFIC FLOW AND PARKING (Pages 52 - 62)	3.20pm
	Note: This is an executive function.	
	Councillors to consider the information contained in the report.	
17.	PUBLIC QUESTION TIME (Pages 63 - 66)	3.30pm
	A public question form is included on page 63.	
	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.	
	Responses may be supplied in writing following the meeting.	

Item No.	Title	Time
18.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	3.35pm

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

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.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 22 January 2014.

Date: Friday 8 November 2013

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

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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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Borough, Bankside and Walworth Community Council

MINUTES of the Borough, Bankside and Walworth Community Council held on Wednesday 2 October 2013 at 5.30 pm at Darwin Court Healthy Living Centre, 1 Crail Row, London SE17 1AD.

PRESENT:

- Councillor Martin Seaton (Chair)
- Councillor Poddy Clark (Vice-chair)
- Councillor Neil Coyle
- Councillor Patrick Diamond
- Councillor Dan Garfield
- Councillor Claire Hickson
- Councillor Lorraine Lauder MBE
- Councillor Rebecca Lury
- Councillor Tim McNally
- Councillor Darren Merrill
- Councillor Adele Morris
- Councillor David Noakes
- Councillor Geoffrey Thornton

OTHER MEMBERS PRESENT: Councillor Peter John

OFFICER SUPPORT:

- Jon Abbott (Project Director)
- Juliet Seymour (Planning Policy Manager)
- Forid Ahmed (Community Councils Co-ordinator)
- Pauline Bonner (Community Council Development Officer)
- Emma Corker (Children's and Adults' Services)
- Lynne Ottaway-Reid (Resident Participation Officer)
- Jason Vincent (Community Development Officer)
- Gerald Gohler (Constitutional Officer)

1. WELCOME AND INTRODUCTIONS

The Vice-Chair welcomed councillors, members of the public and officers to the meeting. She went on to inform that meeting that she would be chairing until the chair arrived.

2. APOLOGIES

There were apologies for absence from Councillors Catherine Bowman and Abdul Mohamed; and apologies for lateness from Councillors Martin Seaton (chair) and Rebecca Lury.

Councillors Tim McNally, Adele Morris and David Noakes apologised for having to leave the meeting early.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES

A resident asked for paragraph 5.1 of the draft minutes to be amended to reflect his comment that he felt the council's contractor had been at fault regarding the resurfacing of the street. The meeting heard that since the last meeting the problems regarding the footpath in East Street had got worse.

RESOLVED:

The minutes of the meeting held on 26 June 2013, including the above amendment, were agreed as a correct record and signed by the chair.

6. BUDGET CONSULTATION

Councillor Peter John, the leader of the council, introduced the budget consultation exercise. In 2010/11 a similar exercise had been conducted, which had also looked at the council's budget. The feedback given by residents at the time had been very helpful to councillors when deciding on where to make savings. Since 2010, the council had been required to make total cuts of £90m. This represented 25% of the council's general fund budget. There was a continued need for the council to make savings, because central government continued to cut local government budgets.

The objective of the consultation exercise was for residents to indicate where in the total general fund budget of £349.6m they would prefer to make savings. Attendees could do this with the aid of cheques which they could allocate to the different service areas: Environment, Adult Services, Public Health, Children's Services, Central Support Services, Housing and Community Services and Culture Libraries and Leisure. Attendees had been given a pack which contained a "protect card", two green cheques each representing a £1m increase, and 23 red cheques representing a cut of £1m each.

In answer to questions from the floor, Councillor John said that the cuts which needed to be made in the coming financial year were likely to come to £25m – a further increase from the time the consultation booklet had been put together. Councillor John also explained that the council had cut over £1m in chief officers' salaries by reducing strategic directors posts from 13 to five, with many of the strategic directors effectively doubling their areas of responsibility. In answer to further questions, Councillor John explained that the consultation had started at the beginning of August and comprised many events and exercises, as well as an online consultation, which allowed people to have their say. He invited all residents to input.

NOTE: At this point, the meeting broke into a 30-minute interactive consultation exercise.

7. BOROUGH, BANKSIDE AND WALWORTH YOUTH COMMUNITY COUNCIL

NOTE: At this point Councillor Adele Morris left the meeting. Councillor Martin Seaton joined the meeting, and continued in the chair.

The chair thanked the vice-chair for chairing the meeting up to this point.

Representatives from the Borough, Bankside and Walworth Youth Community Council (YCC) reported back on their search for facilities for young people along Walworth Road. They had, however, not found any. To address this lack of facilities, they had come up with the idea of a "pop-up youth club" and had been looking for a vacant property. The meeting heard that closed down council offices – like Old Town Hall building on Walworth Road - could be used, but that new facilities were also needed. It should not be left to the young people to lobby for this, parents and the wider community also needed to get involved. There were many faith organisations along the Walworth Road, whose premises were not always used, and which could provide a space for young people to meet.

The Youth Community Council were currently also investigating organising a trip for their members to visit Cambridge, Massachusetts - one of Southwark's twin cities. The trip would be designed to make connections with young people there. The meeting discussed different ways how this money could be raised, suggestions included: a bake sale, a pop-up showcase to celebrate local young people's talents (with an entrance fee to raise money).

The meeting heard that the chair and vice-chair would meet with the youth community council before the next community council meeting in order to pick up on the issues raised, and to arrive at a plan of action.

ACTION: Chair and vice-chair to meet with the youth community council before the next meeting.

8. PETITIONS AND DEPUTATIONS

NOTE: At this point, Councillor Tim McNally left the meeting.

RESOLVED:

That the deputation by the Walworth Society be heard.

The spokesperson for the deputation set out the concerns of the group regarding the protection of historical buildings in the Walworth area, which were under threat of being demolished by developers, especially those not currently listed, like the Victorian sorting office on Penrose Street, several pubs and other community assets. The spokesperson went on to say that retaining historical buildings would make the area more vibrant, and that the council's Elephant and Castle Supplementary Planning Document (SPD) proposed putting in place a system of "local listings", but that this process was too slow. The deputation said that constant campaigns to save individual buildings were beyond what the community could undertake, and that it was for this reason that they proposed a subgroup of the community council be created. The deputation suggested that the group should include representatives of interested groups, officers and councillors, and that it would be designed to:

1. Complete the task of giving protection to local historic buildings through a local list.
2. Include the large numbers of historic buildings which were omitted from the proposed list so far.
3. Create new conservation areas, e.g. in Elsted Street, Queen's Row and Horsley Street and along Walworth Road.
4. Put in place a strategy for protecting community assets (such as the old police station in Flint Street).

Councillors thanked the deputation for raising this issue and commented that the work of a group looking at historical buildings (and an officer to support them) may be funded through the Community Council Fund or the Cleaner Greener Safer revenue fund. A neighbourhood plan would also be useful in supporting the aims of the deputation.

The meeting heard that officers needed to respond more quickly, for example in the case of the proposed demolition of the sorting office, and that a neighbourhood plan would take too long to put in place. Recent changes to the planning regime, which had made it more difficult for councils to block the redevelopment of certain sites.

The Chair drew the attention of the meeting to the comments by the Director of Planning in the supplementary agenda pack 2.

Members discussed the viability of a working group, and that this must have officer support. The proposed group should include the whole community council area. Planning officers should be involved in this group.

RESOLVED:

1. That the formation of a working group to look at protecting historical buildings in

Borough, Bankside and Walworth area, and its remit be investigated.

2. That the chair investigate what officer support would be available for such a group.
3. That some members of the Walworth Society and other interested groups in the area be invited to join this group.

The chair thanked the members of the deputation for attending.

9. COMMUNITY ANNOUNCEMENTS

Southwark Civic Awards

Councillor Lorraine Lauder, MBE, informed the meeting that the Southwark Civic Association was inviting nominations for the Southwark Civic Awards from the end of October. Nomination forms would be available from libraries and from the council offices at 160 Tooley Street. There were different award categories, for example the Mayor's discretionary award, Southwark lifetime award and others. The nominations process would close on 31 January 2014. Nominations could be submitted on paper or online at: <http://www.southwarkcivicassociation.org>

Walworth's got talent

Father Andrew Moughtin-Mumby informed the meeting about the "Walworth's got talent" event on 12 October 2013 at St Peter's Church. All were welcome, but only Walworth residents could participate on stage.

Police update

PS Barton from the Metropolitan Police informed the meeting that since 24 June 2013 the Metropolitan Police was operating the new "local policing team model" with one dedicated officer and one Policy Community Support Officer in each ward. There was also a team of seven to eight officers covering several wards. Apart from crime reporting and patrolling the area, the teams would be doing investigative and problem solving work in the wards. The police in the area had recently been focusing on road traffic safety, anti-social behaviour patrols along the Old Kent Road and on thefts of smartphones by people on cycles and in pubs and clubs, as well as on residential and non-residential burglaries.

Responding to questions, PS Barton responded that the police were doing work around cyclists using the pavement, especially given the spate of smart phones being snatched by people on bikes. Cyclists who used the pavements would be warned and/or fined.

The meeting heard that cyclists using the pavement was a particular issue for some disabled people, especially visually impaired people. A general speed limit of 20mph on all the borough's road should also be looked into. The meeting also heard that there had been an overall cut in the borough's police officers of more than 100, and that residents had noticed a lack of police presence around Camus House, where the under-5s play area had been used by adults drinking, smoking and behaving anti-socially.

PS Barton said he would take people's details and pass them to ward officers.

10. LAUNCH OF THE CLEANER GREENER SAFER AND COMMUNITY COUNCIL FUNDS 2014/2015

Rupert Hill, the manager and coach of the Burgess Park Cricket Club, spoke to the meeting about the club, whose under-16s team had recently won the Kent Metropolitan League. The club had received £6,500 of Cleaner Greener Safer funding, with which they had funded their teams, plus a programme for young cricketers in schools, girls' cricket and cricket for disabled players. The club, who were celebrating its tenth anniversary this year, were also working on setting up an indoor cricket league to start at the end of January 2014.

Responding to questions, Rupert Hill explained that five years ago most schools did not have facilities for playing cricket, now eight in the wider area did. In the summer there had been a 6-week 20/20 competition which London Nautical had won. Currently the club shared their grounds with the Southwark Tigers Rugby club which caused some issues. Furthermore, in order to progress into the next league the club needed a club house. He invited all to come and watch the games.

Councillor Neil Coyle announced the launch of the Cleaner Greener Safer (CGS) funding 2014/2015. He informed the meeting that since the start of CGS a total of £28.5m had been spent. In the coming financial year £500,000 of combined capital and revenue was available for the Borough, Bankside and Walworth area, which was roughly £110,000 per ward. The closing date for ideas for next year's programme is Friday 8 November 2013, with decisions scheduled to be made at the community council meeting in February 2014.

The meeting heard that it was important for organisations to work together to attract funding.

At the invitation of the chair, Jon Abbott from the council's regeneration department informed the meeting of new developments at Walworth Road Town Hall. Since the fire the council had worked with contractors to stabilise the building and retrieve objects from it. The council was currently consulting on future uses for the building including a new library, a place for the Cuming collection, a flexible meeting space, the registry office, or a cafe. The closing date for this consultation was 31 October 2013. As part of the consultation, officers would also speak to the Walworth Society and the Youth Community Council. There would be a community conversation on the following Saturday. Residents could also participate on the council's website. The feedback from the consultation would be going to cabinet in February 2014.

In response to questions from the floor Jon responded that the insurer would pay for the refurbishment, but only to reinstate the building to its previous condition, so the changes discussed would need to be paid for by the council. The council's conservation team and English Heritage would be consulted about the planned changes, so that the plans would be in line with the rules regarding the "listed building" status of the Old Town Hall. In terms of the location of the library, this was also part of the consultation.

11. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the "Alice Street / Green Walk scheme" project be allocated the £34,876 of currently unallocated Community Council Highways Capital Investment funding (2013/14).

12. ALICE STREET AND GREEN WALK STREETScape IMPROVEMENT SCHEME

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the implementation of the above scheme, subject to statutory consultation and in line with the recommendations in the consultation report, be approved.

13. LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the following local parking amendments be approved for implementation, subject to the outcome of any necessary statutory procedures:

- Royal Road – install one disabled persons' (blue badge) parking bay
- Alice Street – install one disabled persons' (blue badge) parking bay
- Great Suffolk Street – install one 4 hour disabled persons' (blue badge) parking bay.

14. DODDINGTON GROVE CYCLE HIRE SCHEME

Note: This is an executive function.

Members considered the information contained in the report.

RESOLVED:

That the installation of the cycle hire docking station on Doddington Grove be approved, subject to the outcome of necessary statutory procedures.

15. PUBLIC QUESTION TIME

The following public questions were submitted in writing:

1. Why are the trees on the junction of Webber Street / Blackfriars Road going towards the Old Vic not serviced?
2. Signs for events are left on posts long after the event has finished i.e. cycling festival.
3. Last October, I asked why the sign at the Heygate Street / Walworth Road junction [reads] "end of 20mph zone" which means Walworth Road is 30mph. Under the railway bridge at Elephant and Castle, [it] states this is the end of the 20 mph zone. TfL did not give a response last year.
4. Why no public questions at the meeting?
5. Can you tell me why the shops in East Street [are] still out on the pavement, when an order went out to stop this?

16. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following a discussion the community council considered whether to submit a question to the Council Assembly meeting on 27 November 2013 and agreed the following:

"Why is there no dedicated telephone line which handles calls from older people to the council's Adult Social Care Department?"

17. NEIGHBOURHOOD FORUM REPORTS

NOTE: The chair announced that the following two items would be heard together, as one overlapped the other.

Juliet Seymour, Planning Policy Manager, introduced the items, outlining that the community council was being asked to comment on the proposals in the report, specifically on the boundaries of the proposed areas, as shown on the maps in the reports. The decision about the boundaries and the Neighbourhood Forums would be taken by the cabinet member for regeneration and corporate strategy in December.

The chair invited a representative of each group to make short statements to provide councillors with more information about the respective proposals, and the reasoning behind their proposed boundaries.

Councillors discussed the proposals, and asked questions about how the respective areas fit in with the already agreed Bankside neighbourhood plan, about the boundary with regards to Tower Bridge Road, and about the specifics the forums proposed for their neighbourhood plans.

The Chair reiterated that the community council was only asked to comment on the proposals, with the decision being taken by the cabinet member for regeneration and corporate strategy.

RESOLVED:

That the official feedback from the community council is:

- The western boundary of both areas must reflect the boundaries of the existing Bankside neighbourhood plan. Both sides of Borough High Street should be part of the Bankside neighbourhood plan only, for reasons of consistency, and to ensure future development is addressed in a cohesive way.
- Both sides of Tower Bridge Road should also be included in the area, for reasons of consistency and to ensure future development is addressed in a cohesive way.
- The two organisations should work together to come up with a joint plan.

The meeting heard that other suggestions and comments could still be submitted to juliet.seymour@southwark.gov.uk until the end of October.

17.1 BERMONDSEY NEIGHBOURHOOD FORUM

See item 17.

17.2 BERMONDSEY VILLAGE ACTION GROUP

See item 17.

The chair thanked everyone for attending.

Meeting ended at 8.05 pm

CHAIR:

DATED:

Spending Challenge report on what people said at Borough, Bankside and Walworth Community Council on 2 October 2013

Consultation events took place from 10 August - 11 October 2013, with some 516 people taking part, which is a lot of people, who each took a lot of time over their allocations and choices. 27 people took part in the event at Borough, Bankside and Walworth community council.

The Spending Challenge methodology involved providing residents with information on departmental budgets and functions and inviting them to decide how to make £27m in funding decisions. This replicates – in a user-friendly, accessible format – the decision-making process the council will actually be undertaking in the coming months.

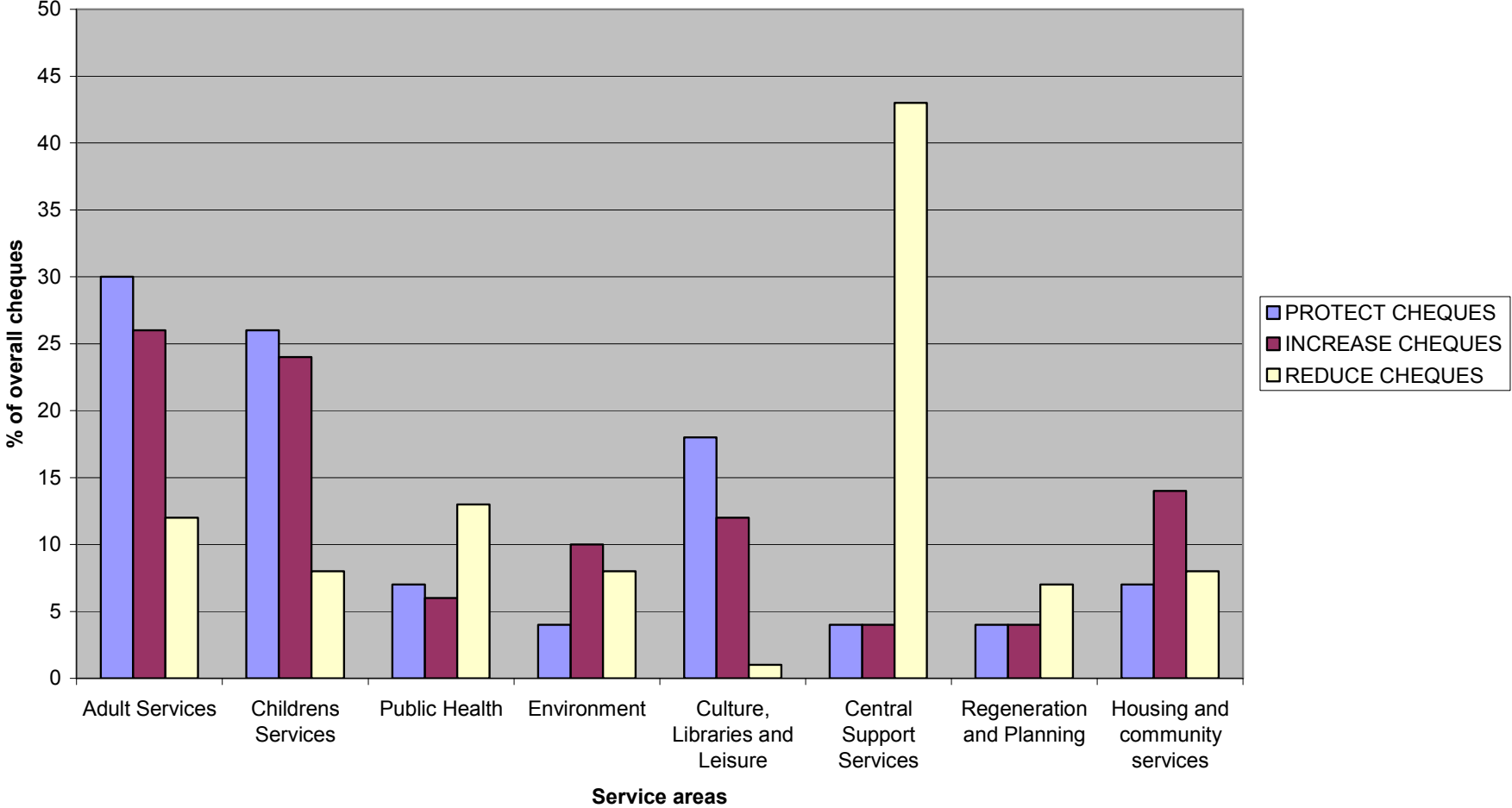
In order to take part in the challenge, participants were provided with a number of “cheques”, worth £1m to allocate to relevant services:

- **25 red savings cheques** (to allocate to the service/s where they would make savings if they were the council)
- **2 green increase cheques** (to allocate to the service/s where they would make increases if they were the council)
- **1 blue protect cheque** (to allocate to the one service they would spare from savings if they were the council)

There have been 17 Spending Challenge events to date, with some 516 people from all age groups, ethnicities, income groups and neighbourhoods involved. We compared who took part against the census to check the extent to which the sample was representative, and we found that for ethnicity, age and disability we had included a balanced sample of the population, with one exception. Women made up 66% of participants and men 34%, although from the analysis, there is no appreciable gender difference in the responses made. Overall, the significant sample size and close correlation between the demographic breakdown of those taking part and that of the whole population of the borough gives us confidence that the consultation data can be regarded as representative.

The table overleaf shows a breakdown of the results of the Spending Challenge at Borough, Bankside and Walworth community council, where 27 people took part. As you can see both Adults Services (30% and Children’s Services (26%) were considered the priority services to Protect from budget reductions. Very similarly Adult Services (26%) and Children’s Services (24%) were the top priorities for Increase “cheques”. For Savings cheques the most were allocated to Central Support Services (43%), with no other service getting more than the average. These results are very similar to the results seen in all other consultation events in the borough, with one exception in that Borough, Bankside and Walworth community council allocated significantly more Protect and Increase “cheques” to Adult Services than the average for the whole borough.

Borough, Bankside & Walworth Community Council 2nd October



Item No. 12.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough Bankside and Walworth Community Council
Report title:		Cleaner Greener Safer: Funding Allocation	
Ward(s) or groups affected:		Cathedrals, Chaucer, East Walworth	
From:		Head of Public Realm	

RECOMMENDATION

1. That Borough, Bankside and Walworth Community Council:
 - Notes there is available funding of £74,509 within the Cleaner Greener Safer programme.
 - Approves allocation of £3,000 of available funding to existing project 106048 Perronet House TRA works.
 - Approves allocation of £10,000 of available funding to 106199 – Tower Bridge Road clean up phase 2.
 - Approves allocation of £15,000 of available funding to new scheme – Comus House playground.

BACKGROUND INFORMATION

2. Cleaner Greener, Safer (CGS) is part of the London Borough of Southwark's capital programme. The decision on allocation to individual projects is delegated to the community councils.
3. In the first 10 years of the CGS programme £26,630,000 has been allocated to community councils leading to 1467 projects being approved and 1240 being implemented. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.
4. It is noted that as a condition of the CGS programme, incomplete projects are reviewed two years after award of funding and if the project is unlikely to progress or complete within a reasonable amount of time, officers will recommend that the project will be completed or cancelled and any underspends reported back to community council for reallocation of funding.

KEY ISSUES FOR CONSIDERATION

5. There is a total of £74,509 available to allocate within the CGS programme.
6. Borough Bankside and Walworth community council have decided to apportion annual CGS capital funding on a ward basis. Other funding available from cancelled or completed schemes is added to the appropriate ward budgets. Ward councillors are able to propose schemes to be funded and the community council members present approve awards at public meetings.
7. Ward members have considered proposals for potential schemes within the area and on the basis of additional information available have agreed in principle to fund various proposals.
8. The financial position is summarised in Appendix 1 of the report.
9. It is recommended that £3,000 from available funding is awarded to 106048 Perronet House TRA works. The 2013 – 14 project was awarded £5,000 to improve the area around the entrance to Perronet House to deter non residents urinating and causing a nuisance to residents. Lighting has been improved in this area but repaving and improved drainage works are required. These works will cost another £3,000.
10. It is recommended that £10,000 from available funding be allocated to 06199 – Tower Bridge Road clean up phase 2. The 2013-14 project 105928 The Big TBR Clean Up to improve the shop fronts and decorate shutters completed with full spend and has greatly improved many of the shops along Tower Bridge Road, The success of the first phase prompted more traders to request to have their premises improved and additional funding is needed to do this.
11. Tower Bridge Road is split between Chaucer and Grange wards. Grange ward is in the Bermondsey and Rotherhithe community council area and the local members have indicated their agreement to add match funding of £10,000 to phase 2.
12. Comus House playground is in need to refurbishment and allocation of £15,000 will achieve much needed improvements.
13. It is noted that £46,509 is available for future allocation.

Policy implications

14. None.

Community impact statement

15. The addition of £3,000 to Perronet House TRA works will ensure there is sufficient funding available to carry out all improvements. Consultation has already taken place.

16. The allocation of £10,000 to Tower Bridge Road clean up phase 2 will fund improvements to more shops on this busy road. The local traders' association supports this scheme.
17. The allocation of £15,000 to Comus House play ground improvements will benefit children and parents living at Comus House. Consultation will be carried out before works are started.

Resource implications

18. The funding is available within the existing CGS funding. CGS funding is devolved to community councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

Consultation

19. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate. This consultation has already taken place and will be continued if funding is awarded to individual projects.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Borough Bankside and Walworth Community Council minutes - 22 April 2013	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ http://modern.gov.southwark.gov.uk/documents/g4314/Printed%20minutes%20Monday%20022-Apr-2013%2019.00%20Borough%20Bankside%20and%20Walworth%20Community%20Council.pdf?T=1	Andrea Allen 020 7525 0860

APPENDICES

No.	Title
Appendix 1	Borough, Bankside and Walworth CC available CGS Capital funding 2013-14

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	4 November 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	6 November 2013	

**BOROUGH BANKSIDE AND WALWORTH CC AVAILABLE CGS CAPITAL FUNDING
2013-14**

APPENDIX 1

Ward	Cathedrals	Chaucer	East Walworth	Faraday	Newington	Total	Comments
Unallocated funding June 2013	£17,674	£5,834	£17,477	£0	£1,524	£42,509	
Cancelled scheme - Tower Bridge Road tree lighting		£32,000					TfL would not agree to works in their trees
Unallocated funding Oct 2013	£17,674	£37,834	£17,477	£0	£1,524	£74,509	
Reallocation	£3,000						Perronet House - existing project requires additional funding
Reallocation		£10,000					following on from successful Tower Bridge Road clean up, this will fund phase 2
Comus House play ground improvements			£15,000				Playground is very dilapidated and requires improvements
Remaining funding	£14,674	£27,834	£2,477	£0	£1,524	£46,509	

Item No. 13.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Parking Changes resulting from Aylesbury Phase 7 redevelopment	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local parking amendments are approved for implementation subject to the outcome of the necessary statutory procedures:
 - Sedan Way (amended location)– provision of 2 car club bays and 3 residents permit bays (Zone M1)
 - ‘Southern Way’ (yet to be formally named road) – provision of 10 residents permit bays (Zone M1)
 - When requested allow the alteration of one or more of the resident parking bays to a disabled bay where residents meet Southwark’s criteria for disabled parking spaces.
 - Implement a Restricted Parking Zone on the internal estate roads to restrict parking outside of the marked parking bays.

BACKGROUND INFORMATION

3. The Aylesbury Estate is being redeveloped in a series of phases. Phase 7 is one of the earliest phases of redevelopment which is located between East Street, Sedan Way and Thurlow Street.
4. The redevelopment of the site requires the ‘stopping up’ of Sedan Way in its current position. This will be relocated further east to abut the Green Links shared cycle / pedestrian path.
5. The stopping up order for Sedan Way is currently being contested by local residents. The recommendation in this report is to proceed with the implementation of the parking amendments subject to outcome of any necessary statutory processes. If any petitions to the High Court are successful then these proposals will not proceed.
6. Recently the footpath between East Street and Alvey Street was widened and resurfaced as part of the Greenlinks Project. This will be returned to a pedestrian only route as part of the Aylesbury Phase 7 route with cyclists being returned to carriageway at the southern end of Sedan Way.
7. Sedan Way is being relocated further east to provide a cross road junction with

East Street and Elsted Street. Sedan Way will be a low speed environment with a low number of traffic movements. Providing for cyclists 'on carriageway' aligns with the Mayors new vision for cycling which seeks to avoid placing cyclists and pedestrians in conflict. This will also avoid cyclists needing to dismount to cross East Street to travel north.

8. The s106 Agreement for the development requires the on street parking spaces to be allocated to car club bays, residents permit bays and disabled spaces.
9. Approval is needed to advertise the traffic orders so the parking restrictions will be in place once the roads become open to the public.
10. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the community council.

KEY ISSUES FOR CONSIDERATION

11. The development was granted planning consent in October 2012 for the redevelopment of the estate to provide 147 residential units and basement car parking for 44 spaces.
12. This development is located within Controlled Parking Zone M1.
13. This allocation of the on street parking provision was included in the Aylesbury Phase 7 planning committee report and documents. The s106 agreement requires the Highways Works (of which the parking is included) to be completed prior to occupation of more than 50% of the residential units.
14. Construction works are due to start on site shortly and detailed drawings of the highways layout have been submitted for approval. The new estate roads will be adopted as highway maintainable at public expense in order to ensure the roads are maintained and the parking is properly regulated.
15. The internal roads names are currently in the process of being agreed. The report uses the 'holding' street names which are shown on the plans attached.
16. The new estate roads will provide 15 'on street' parking bays. From this the s106 Agreement requires 2 City Car Club bays, 9 disabled bays and 4 residents parking bays.
17. The residential wheelchair units are provided on Sedan Way and 'Southern St' so the on street spaces will be the most conveniently located disabled parking spaces if required.
18. Southwark's policy is to initially mark out the disabled bays as resident permit bays. When an application is made for a disabled bay this will be assessed against the Councils disabled bay policy. If successful the most convenient bay for the applicant will be amended to a disabled bay.

19. The disabled bays are likely to be required by occupants on the wheelchair units being provided on site. The developer will liaise with the wheelchair unit occupants and advise them on the applicant process for disabled parking bays. This will ensure that suitable bays are available for residents at the time of first occupation.
20. Within the new development only 4 residential units will be eligible to apply for Controlled Parking Zone permits given the amount of private parking provided.
21. The council is committed to reducing the amount of street clutter where possible. Following discussions with the Parking Team, it is proposed to implement a Restricted Parking Zone for the new estate roads. This will require signage at the entrance to Sedan Way advising there is no waiting at any time. No yellow line markings will be laid on the ground. A number of repeater sign will be erected at key locations in the development to reinforce the 'no waiting'.
22. Delivery vehicles will be able load and unload within the Restricted Parking Zone, outside of marked bays.

Policy implications

23. The recommendations in this report are consistent with the policies of the Transport Plan 2011, specifically:
 - Policy 1.2 – Require car free development in areas of good access to public transport that are located in a controlled parking zone.
 - Policy 1.5 - Ensure that there is a car club bay within five to ten minutes walk of each of household in the borough by 2014.
 - Policy 6.5 - Provide essential parking for residents with mobility difficulties.

Community impact statement

24. The policies within the Transport Plan are adhered to in this report. These have been subject to an Equalities Impact Assessment.
25. The recommendations are not expected to have any disproportionate affect on any other community or group.
26. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved parking facilities for disabled badge 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

27. All costs arising from implementing the recommendations will be covered to the developer.

Legal implications

28. All Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1994.
29. If the recommendation is approved then the council will follow the procedures set out in the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996. Notice will be provided of the intention to make the order in local papers and in notices erected on site. Any person can make a representation within a 21 day period of the notice of intent being advertised. The regulations require the council to properly consider such representations.
30. 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.

Consultation

31. The chair of the community council requested consultation be undertaken with adjacent Tenant and Resident Associations. An email was sent out to all neighbouring TRA's on the 21 October and to date one response has been received from the Aylesbury TR&A. As their next meeting is not until the 11 November they will report back any comments received following this.
32. Should the community council approve the items then statutory consultation will be carried out as part of the traffic order process. This process is set out in legislation.
33. The traffic order notice will be advertised in the Southwark News and the London Gazette. A number of site notices will be erected on lamp columns and similar fixtures around the site. These notices and plans will be available for inspection on the council website or by appointment at the council offices. Any person can make representations on the proposed order within 21 days of the date of order being advertised. If objections are received which are not able to be resolved then a report will be brought to a future community council meeting for determination.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Leah Coburn 0207 525 4744

APPENDICES

No.	Title
Appendix 1	Conisbee Drawing: On Street parking layout
Appendix 2	Conisbee Drawing: Signs and Road Markings

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Leah Coburn, Development Control Officer (Highways)	
Version	Final	
Dated	31 October 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	5 November 2013	

Notes:

1. This drawings is to be read in conjunction with all other relevant Conisbee civil engineering drawings.
2. All road markings and signs are to be installed in accordance with the DfT Traffic Signs Manual - Chapter 5: 2003
3. All road markings and signs are to be in accordance with the Traffic Signs Regulations and General Directions (TSRD) 2002 and its Amendments No.1 and No. 2 dated 2011.
4. Illumination of signs is to be in accordance with the TSRGD, schedule 17 and the requirements of the local Highway Authority.
5. All proportions and form of letters, numerals and other characters are to be in accordance with schedule 15 of the TSRGD.
6. Road markings shall be installed using retro-reflective paint in accordance with regulation 31 of the TSRGD.
7. Final locations of all signs are to be confirmed by the relevant Highway Authority. All signposts and signposts to be confirmed once agreed with London Borough of Southwark Council

LEGEND

- Street nameplate
- Road sign and post (to LRS Specification)
- Street light lamp column
- Permanent Bollards








Rev	Date	Description	Drawn	Check
C2	04.10.13	Highway Technical Approval Submission	SK	AW
C1	24.05.13	539 / 5274 Highway Submission	AW	AW

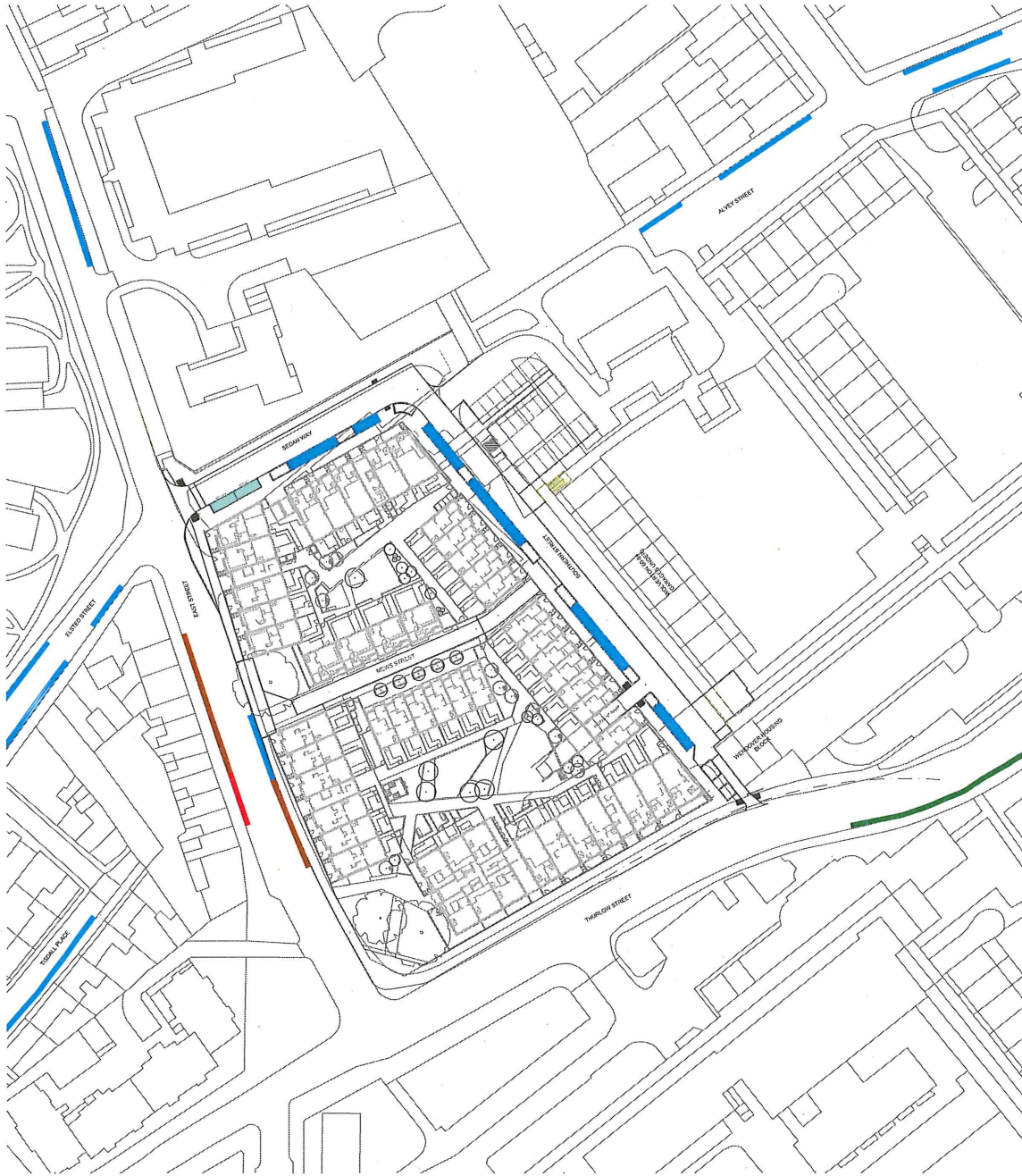
conisbee
 Consulting Structural Engineers
 Consulting Civil Engineers

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Date: JUNE 2013
Scale: 1:200@A1
Drawn: SK
Project: CONSTRUCTION
Client: AXLESBURY ESTATE
Site: SITE 7
Project No: 110576
Drawing No: C307
Revision: HIGHWAY WORKS SIGNS AND ROAD MARKINGS
C2

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

LEGEND:

	Car Club
	Permit Holders or paid (phone or cash)
	Permit Holders only
	Disabled
	Short Stay



Rev	Date	Description	Drawn	Check
C1	07.10.13	Highway Submission	SK	AW

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Drawing Status	CONSTRUCTION
Date	OCT 2013
Scale	NTS@A1
Project	AYLESBURY ESTATE
Equipment	SK
Project No	110576

Title	HIGHWAY WORKS ON STREET PARKING LAYOUT
Drawing No	C308
Revision	C1

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

Item No. 14.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Webber Street and Rushworth Street Environmental Improvements	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council approve the implementation of the above scheme (subject to statutory consultation) in line with the positive public consultation outcome outlined in the attached consultation summary (Appendix A).

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 16 of the Southwark Constitution, community councils have the executive function to determine whether to implement non-strategic traffic and highway schemes.
3. The scheme in Webber Street and Rushworth Street is classified as non-strategic.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. The Cabinet Member for Transport, Environment, and Recycling was notified of the scheme and consultations documents on the 12 July 2012.
6. It is proposed that the following measures be implemented:

a) Rushworth Street

- Proposed 11m loading bay on the western side of Rushworth Street outside community faith centre. Loading bay to be in-filled with block paving.
- Boarding the loading bay are proposed buildouts incorporating planting bed and tree pit to improve the visual amenity of the streetscape and increase street greening.

Existing vehicular crossover adjacent to loading bay location to be removed and area converted to footway.

- 'At any time' kerbside waiting controls are proposed between the loading bay and Pocock Street and on the opposite side of the road extending from Pocock Street to the mid point of no. 50 Rushworth Street.

- These measures are proposed to ensure adequate sightlines are maintained for pedestrians at the Pocock Street / Rushworth Street junction and to enhance traffic management by maintaining adequate carriageway width past the loading bay.
- To improve traffic management and road safety, further 'at any time' kerbside waiting and controls are also proposed in Rushworth Street at the junctions with Webber Street and King's Bench Street.

b) Webber Street

- Proposed buildout with planting adjacent to the existing cycle hire station to the east of Silex Street to reduce carriageway width and improve the visual amenity of the streetscape at this location.
- Proposed large pit to be located in the wide expanse of footway to the rear of the cycle hire station. Tree pit to be constructed using permeable surfacing to comply with sustainable urban drainage principles.
- Realignment of the existing tactile paving pedestrian crossing point across the junction of Silex Street to meet current specifications.
- 'At any time' waiting prohibitions proposed on the northern side of Webber Street (extending from opposite the cycle hire station to the junction of Rushworth Street) and across the existing raised table located between the hire station and Rushworth Street. The measure is proposed to improve visibility for the Rushworth Street junction and to ensure carriageway width is maintained to assist with turning movements of large vehicles at the junction of Rushworth Street.

For more detail of scheme proposals, please refer to Appendix B

KEY ISSUES FOR CONSIDERATION

7. The new Blackfriars Settlement building, a social hub and community centre for the area has recently opened on Rushworth Street. The centre manager contacted the council to discuss the requirement to install a new loading bay adjacent to the centre to allow for a mini-bus to park and pick-up / drop-off elderly and disabled users to the centre.
8. The Blackfriars Settlement is a registered charity which has been based in SE1 for 125 years and aims to deliver local community services and support. The new centre opened in September 2013 and provides a range of services including activities for young people, elderly residents, learning and development, and mental health and wellbeing.
9. The design of the new loading bay incorporates planting beds or "swales" which will provide street greening and help soakaway rainfall naturally, reducing flood risk. A final design has been developed in consultation with local residents which creates three swales on Webber and Rushworth Street, two directly in front of the new centre and one in front of Stopher House.

10. In order to compliment the proposals and ensure maximum access along the street, it is proposed to replace sections of single yellow line with at any time waiting restrictions (double yellow lines). The council has a duty to provide reasonable access for residents and providing at any time waiting restrictions will ensure the streets remain fully accessible.
11. A series of informal public consultations has been carried out. The council has written to all residents along the streets directly adjacent to the scheme. The initial proposal to amend disabled parking bays was amended after residents wrote in and asked for the bays to be retained. The council received a number of comments in support of the proposals to green the street and introduce a new loading facility for the Blackfriars Settlement.
12. Informal public consultation took place with all residents and businesses within the consultation area in July 2012 and August 2013
13. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
14. Appendix B outlines the final design elements of the proposed scheme.

Policy implications

15. 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

16. 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.
17. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
18. 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.
19. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
20. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.

21. 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

22. This report is for the purposes of consultation only and there are no resource implications associated with it.
23. It is, however, noted that this project is funded by existing section 106 capital prescribed for local streetscape improvement in the area to a total value of £120,000.

Consultation

24. Ward members were consulted prior to commencement of the study.
25. Informal public consultation was carried out in July 2012 and August 2013, as detailed above.
26. This report provides an opportunity for final approval of the scheme to proceed to the implementation stage, subject to statutory consultation.
27. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders. If there are any unresolved objections to the statutory consultation then a further report will be brought to the community council to consider and determine those objections prior to any implementation.
28. Consultation methodology and results are outlined in Appendix A which details that following two rounds consultation with key stakeholders and local residents and businesses, unanimous support was received for the scheme.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix A	Webber Street and Rushworth Street Environmental Improvements – Consultation Summary
Appendix B	Final scheme design

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matt Hill, Public Realm Programme Manager	
Version	Final	
Dated	15 October 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	No	No
Director of Legal Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	6 November 2013	

Webber Street and Rushworth Street Environmental Improvements – Consultation Summary

October 2013

Two phases of consultation have taken place on an evolving set of designs to improve the environment along Webber and Rushworth Streets in 2012 and 2013.

First phase of consultation - July 2012

Following the development of the Webber and Rushworth Street neighbourhood masterplan response forms were delivered to over 150 local residents and businesses, a presentation and discussion took place during the July local TRA meeting and a drop in session was held at the Gateway Centre to provide the opportunity for the local community to give feedback on a selection of potential environmental improvement projects on Webber and Rushworth Streets.

Based on the comments made and priorities people gave the projects selected to progress include:

1. Tadworth House entrance

Residents were very keen to see improvements made to the entrance of Tadworth House in order to reduce the amount of inappropriate behaviour and treatment of the entrance to their homes. This could be achieved by realigning a gated entrance with the existing railings. While a greening or decorative element will be considered any required maintenance would also need to be agreed. This project was favoured by people both through the written responses, those attending the TRA meeting and at the drop in session.

2. Cycle Hire on Webber Street

People were very keen to see the bike hire area greened and a rain garden installed stating that these works would really change the feeling of the street and improve a bland area into a more social space. This was the highest priority site for improvement works from the written responses.

3. Rushworth St

Again many people thought that greenery would benefit the street and help slow traffic. Requests were made to widen the pavement but the budget won't stretch that far. A lot of the written responses favoured this project but comments were made about the possible impact of upcoming development at the TRA meeting. We will make sure any works are not adjacent to known development sites.

Other feedback

People would like to see more rubbish bins on the street, more trees and wildlife pockets and greenery in general and also the removal of excess street furniture. We will endeavour to address these comments within the projects we take forward.

Second phase of consultation – August 2013

Following this feedback, the council developed a detailed design which sought to include all of the comments made above. In order to provide street greening, designs were developed which provided on street planting beds or “swales” which will provide street greening and help soakaway rainfall naturally, reducing flood risk. These proposals build on the recent successful implementation of a series of swales in the streets of Walworth by the council.

In order to install the swales, the council proposed to modify the parking arrangements on street, with an initial suggestion to rationalise and re-organise 4 origin disabled parking bays on the street after an audit revealed that these were no longer required by the original applicants for the bays. The council developed a design which rationalised the disabled parking bays and installed new swale planters and a letter was sent to 282 addresses directly affected by the proposals on 13 August 2013. A number of replies were received which confirmed that whilst the original users of the disabled bays were no longer living in the area, the existing disabled bays were required by new residents.

Representations were also made from the new Blackfriars Settlement building, a social hub and community centre for the area has recently opened on Rushworth Street. The centre manager contacted the council to discuss the requirement to install a new loading bay adjacent to the centre to allow for a mini-bus to park and pick-up / drop-off elderly and disabled users to the centre. The Blackfriars Settlement is a registered charity which has been based in SE1 for 125 years and aims to deliver local community services and support. The new centre opened in September 2013 and provides a range of services including activities for young people, elderly residents, learning and development, and mental health and wellbeing.

The design was amended and re-issued in September which creates three swales on Webber and Rushworth Street, two directly in front of the new centre and one in front of Stopher House.

In order to compliment the proposals and ensure maximum access along the streets, it is proposed to replace sections of single yellow line with at any time waiting restrictions (double yellow lines). The council has a duty to provide reasonable access for residents and providing at any time waiting restrictions will ensure the streets remain fully accessible.

Please note: Improvements works to the Tadworth House entry as requested during consultation are also planned under a separate contract.

There were no objections to the final revised design.

Item No. 15.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough Bankside and Walworth Community Council
Report title:		Local parking amendments – Camberwell visitor parking	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATIONS

1. That Borough, Bankside and Walworth community council:
 - Approve for implementation the following local parking amendment, detailed in the appendices to this report, subject to the outcome of the statutory consultation.
 - Provide visitor (pay by phone) parking at the following location:

John Ruskin Street and Dartford Street
2. Approve the consultation methods and boundaries detailed in paragraphs 20 to 24 .

BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
4. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
5. This report gives recommendations for a local parking amendment, involving traffic signs and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Background to providing additional visitor parking

7. Approximately half of the London Borough of Southwark is located within a parking zone but all town centres have surrounding zones, including Camberwell and Walworth (see map in Appendix 1).

8. Parking zones exist to prevent all-day commuter parking and to provide priority parking space for residents and their visitors, short term visitors and businesses.
9. Within any parking zone all kerbside space is designated to specific groups or activities. Space is primarily allocated to permit holders (residents and businesses) but may also be designated for other purposes i.e. loading, blue badge (disabled) holders, motorcycles, car clubs and short-stay visitor parking. Each parking bay is signed showing who may use the bay and at during which times. Appendix 2 contains the quantity of bays for Camberwell's surrounding zones.
10. In 2012 officers and the Cabinet Member for Transport, Environment and Recycling met with a representative of the Camberwell Business Network, to identify possible locations where additional parking bays for visitors to Camberwell town centre could be created. This was to try to address a perception of the Camberwell Business Network that there was insufficient short term visitor parking which was therefore deterring people from visiting the shops and other businesses in Camberwell and therefore damaging the vitality and viability of the town centre.
11. Following that meeting, officers have identified locations where additional parking facilities for visitors to Camberwell are feasible. Funding was approved to consult upon and implement these changes as part of the 2013/14 parking design programme.
12. An outline design has been prepared. The general principles proposed are:

John Ruskin Street and Dartford Road (Appendix 3)

- To convert the existing time restricted free bays to pay by phone.
- To create an additional two spaces for zone J permit holders
- To introduce a 4 hour maximum stay on the existing disabled bay located by the junction of Walworth Road (to bring it in line with other 'destination' bays across the borough)

Rationale to provide additional pay by phone visitor parking

13. Most (89%) visitor parking bays in Southwark's parking zones operate with a charge for use.
14. Parking charges assist for two main reasons:
 - a. to help pay for the parking service (the law requires the council to keep a separate, ring-fenced parking account)
 - b. as a method of demand management (where proportionate charges ensure that users only park for as long as they need thus encouraging the turnover of space for other users).
15. In reality there is no such thing as free parking as someone else (the public) will need to pay for the development, management and enforcement of it. Additionally, there is no evidence to show that free parking improves economic conditions or leads to greater commercial success.
16. Experience shows that free parking bays also pose a significant problem for their enforcement resulting in vehicles overstaying. Unless there is some

indication of the arrival time of each vehicle, it is very difficult to ensure that vehicles only stay for the permitted time. This means that free short-stay bays tend to become long-stay, detracting from the original purpose of the bay.

17. Paying by phone is a quick, easy and secure way to pay for parking. The service is already available in all 5000 of Southwark's existing paid-for parking bays.
18. Pay by phone now has a Smartphone application available for a range of mobile devices. The app makes registering easy and allows users to securely pay for parking, monitor and extend parking sessions remotely, manage your account details, and even help remember where you parked your vehicle.
19. Pay by Phone parking in the Camberwell parking zones currently costs £2.50 per hour and there is no service charge for setting up or extending a parking session. Optional reminder and confirmation texts cost 10p per text.

Consultation method and processes

20. Before implementing any changes to the existing parking arrangements a consultation leaflet, design drawing and questionnaire will be sent to properties within a 50 metre radius of the proposed location.
21. The informal consultation document will give detail on the proposals, and will inform residents/businesses how they can have their say.
22. To enable enforcement of even the most basic restriction requires the council, as traffic authority, to carry out, at minimum, statutory consultation as part of the making of a traffic management order.
23. It is intended to carry out informal consultation and statutory consultation at the same time.
24. Running the informal consultation and statutory consultation simultaneously will give respondents the opportunity to object to proposals via a questionnaire.
25. The proposed consultation structure is outlined in Figure 1.

Stage	Expected dates
Camberwell and Borough, Bankside & Walworth Community Council agree outline design and consultation strategy	November 2013
Informal consultation and statutory (traffic order) consultation	December 2013 – January 2014
Community council determine objections	February 2014 (if objections)
Proposal implemented	February 2014 (with no objections) March 2014 (if objections)

Figure 1

26. On 18 October 2013, the parking design team contacted Camberwell Business Network (CBN) seeking any advance comments on the proposals. A response from Visit Camberwell (Transport section of Camberwell Business Network), incorporating initial feedback and previous positions taken by businesses on parking was received on 23 October 2013 (Appendix 4).

Recommendation

27. In view of the above explanation, it is recommended that the community council:
- a. consider the pre consultation response from Camberwell Business Network
 - b. agree the consultation methods as detailed above.

Policy implications

28. 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

29. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.
30. 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.
31. 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.
32. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
33. 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.

Resource implications

34. The costs to implement the proposals, including staff fees, statutory consultation and site works will be fully contained within existing parking design capital budget held within the Public Realm division.

Legal implications

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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

41. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
42. 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.
43. 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.
44. 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.
45. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
46. 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	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Map of Southwark parking zones
Appendix 2	Quantity of bays by zone and by bay type
Appendix 3	Initial design – John Ruskin Street and Dartford Street
Appendix 4	Camberwell Business Network – pre consultation response

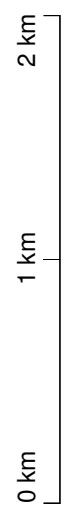
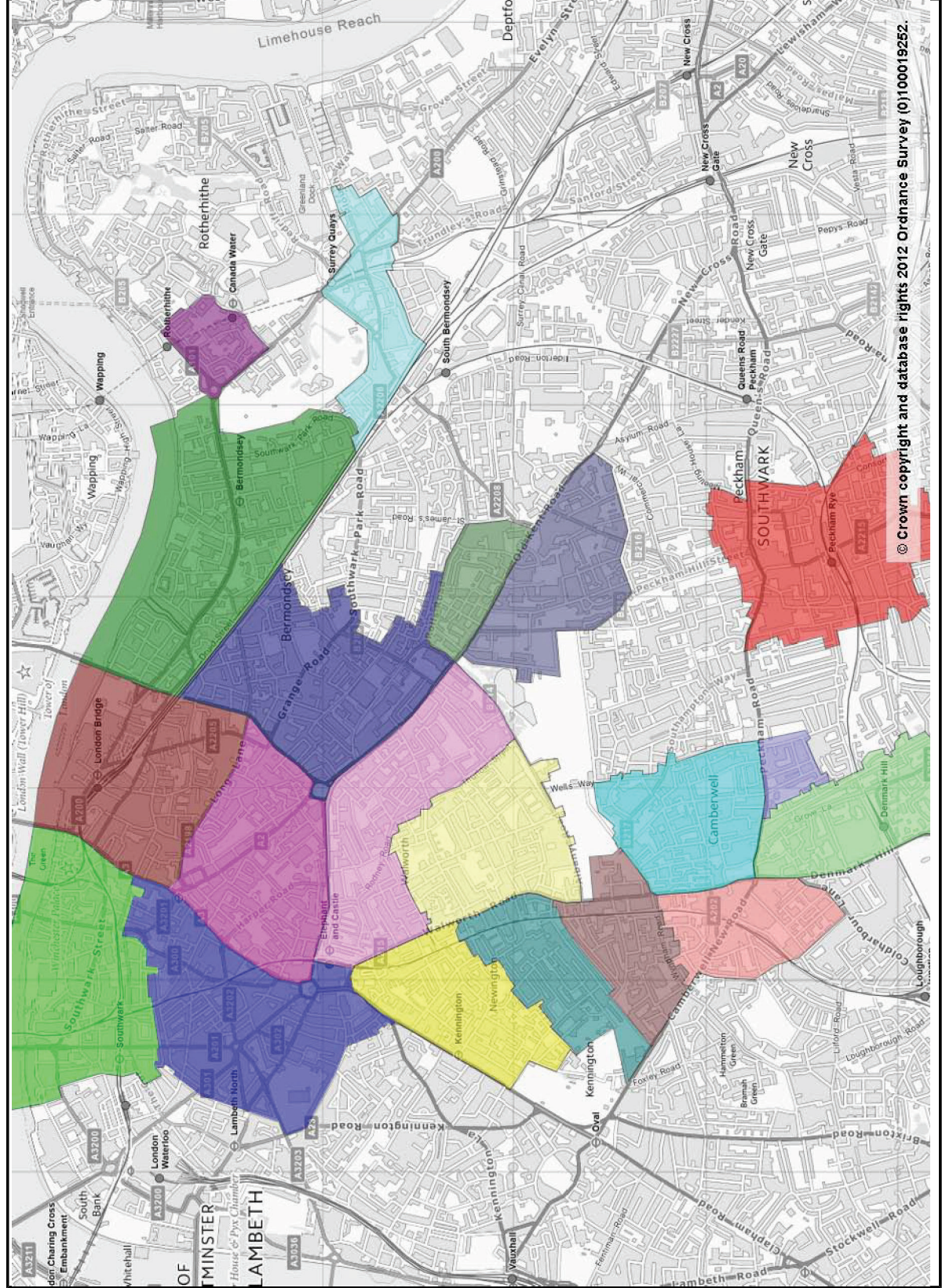
AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	5 November 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team	6 November 2013	

Show more on the map

Parking zones
Ind. Value with Zone

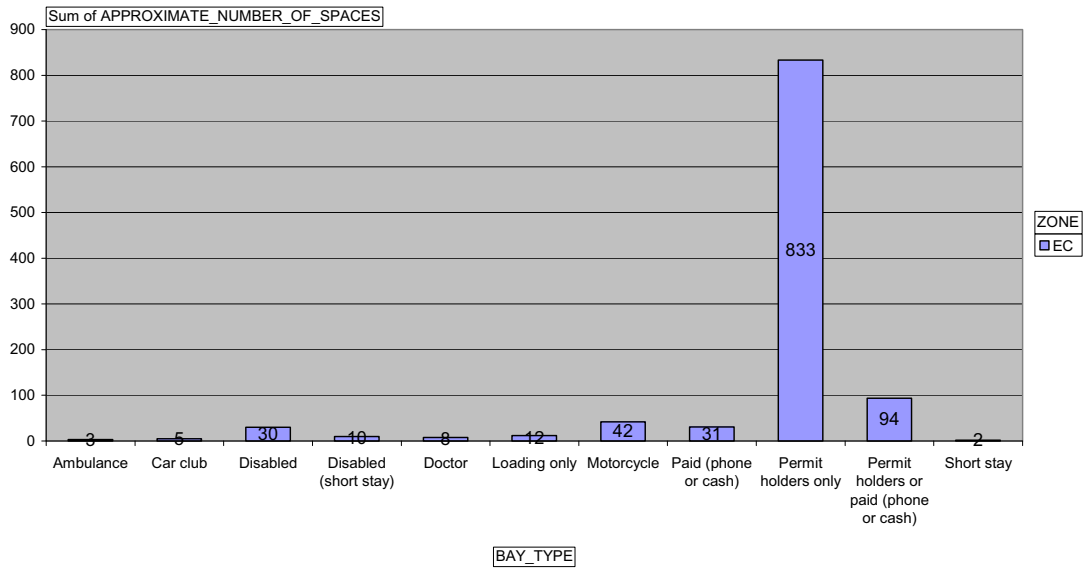
B	C1	C2	D	E	EC	F	G	GR	H	HH	J	K	L	LG	M1	M2	N	NC	SB	T
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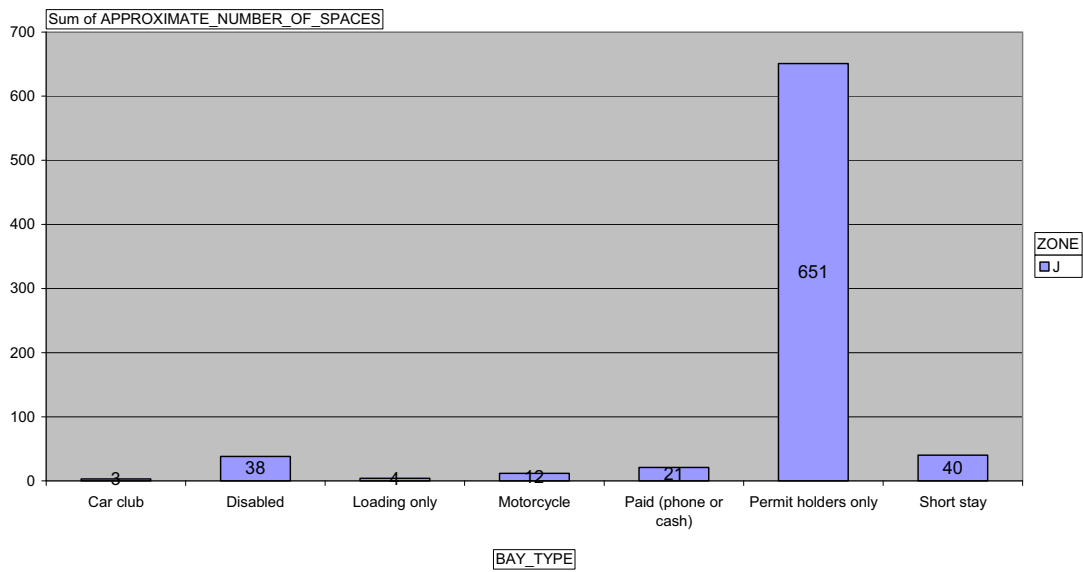
© Crown copyright and database rights 2012 Ordnance Survey (0100019252).

Appendix 2 –Quantity of parking bays by zone and by bay type

EC

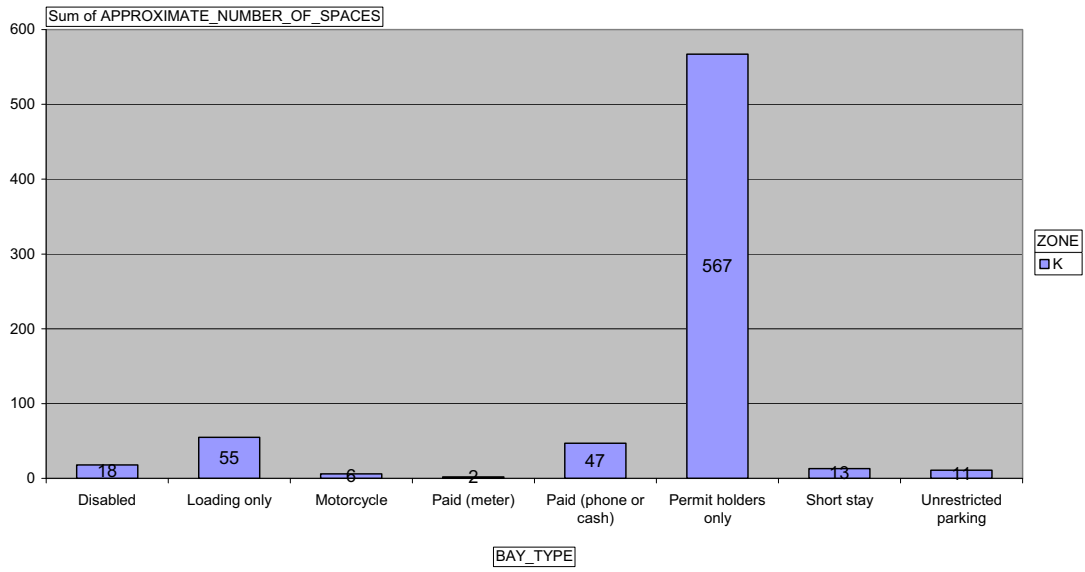


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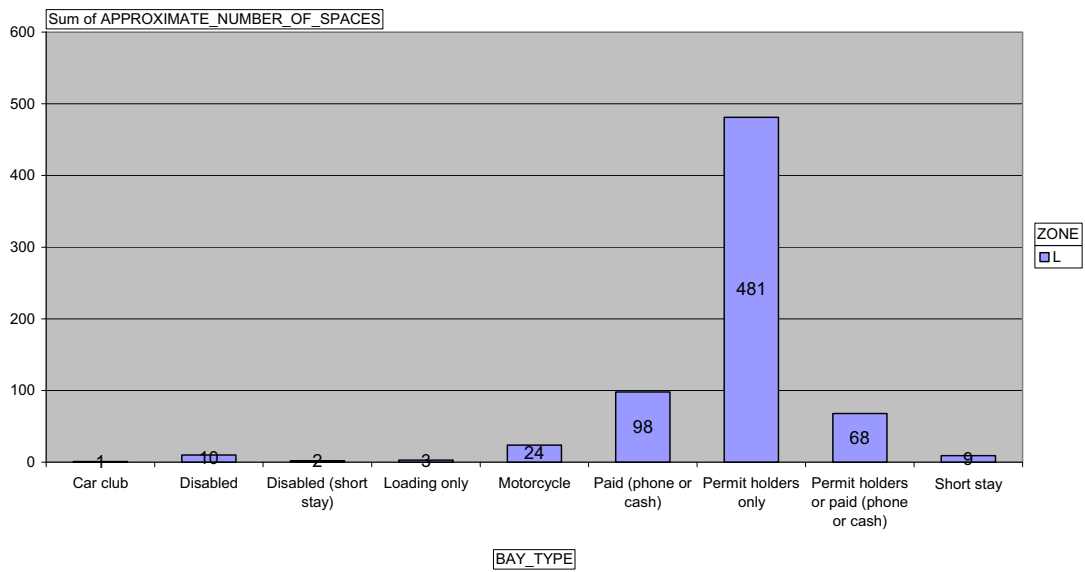


Appendix 2 –Quantity of parking bays by zone and by bay type

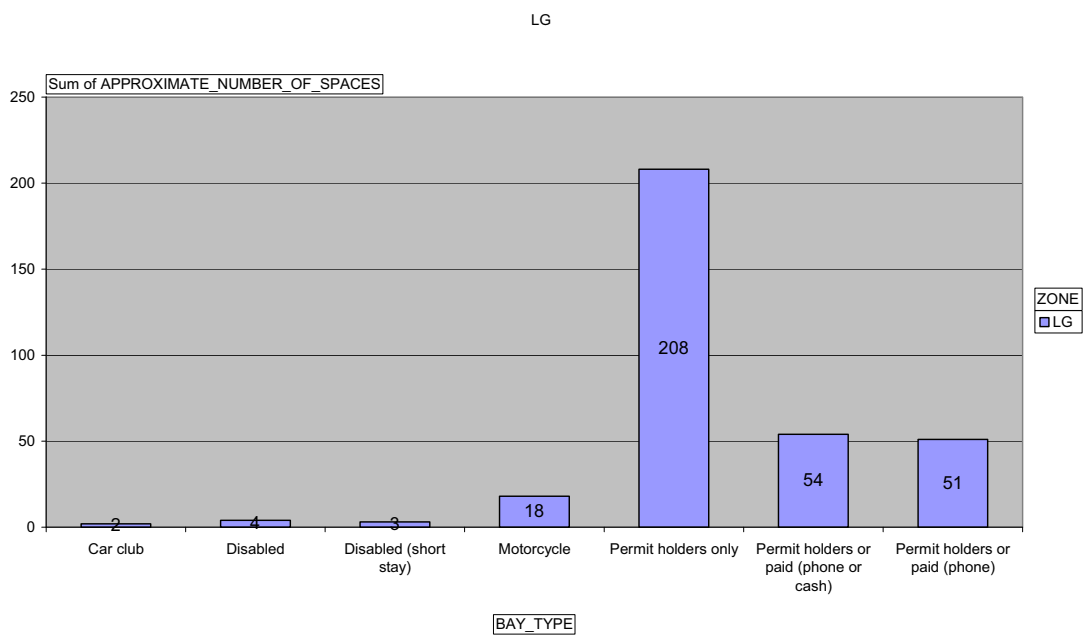
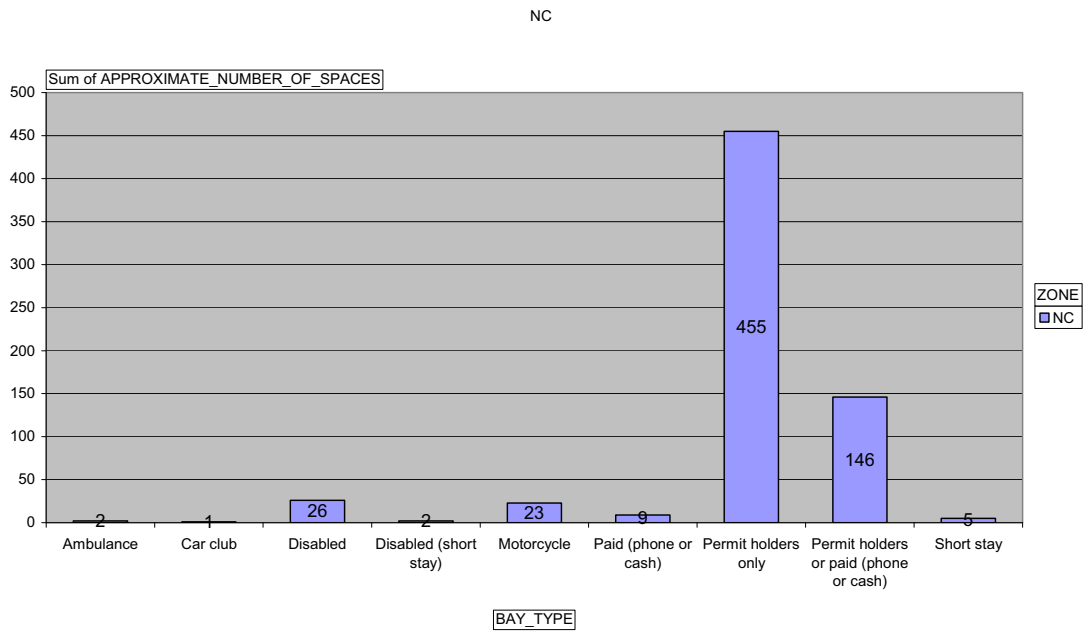
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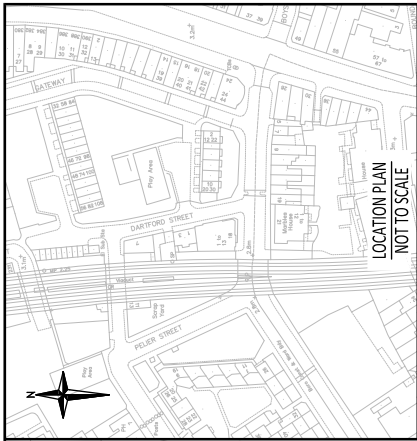


L



Appendix 2 –Quantity of parking bays by zone and by bay type





Items shown in grey are existing parking restrictions
Items shown in black are proposed

Background

John Ruskin Street and Dartford Street fall within the South Walworth (J) parking zone. The parking zone operates Monday to Friday, 8.30am - 6.30pm and was implemented in 1999.

Proposals

The only physical change to the road markings will be the installation of a new parking bay outside Marbles House in John Ruskin Street.

These proposals will result in:

- Visitor parking (pay by phone)**
 - the existing seven time restricted (30min) free bays will be converted to seven pay by phone bays.
 - The proposed pay by phone bays will operate during the zone J parking zone hours and will have a maximum stay period of 2 hours
 - Southwark has an existing policy to allow European blue badge (disabled) holders to park for free of charge and without time limit in any paid-for parking bay

Permit holders parking

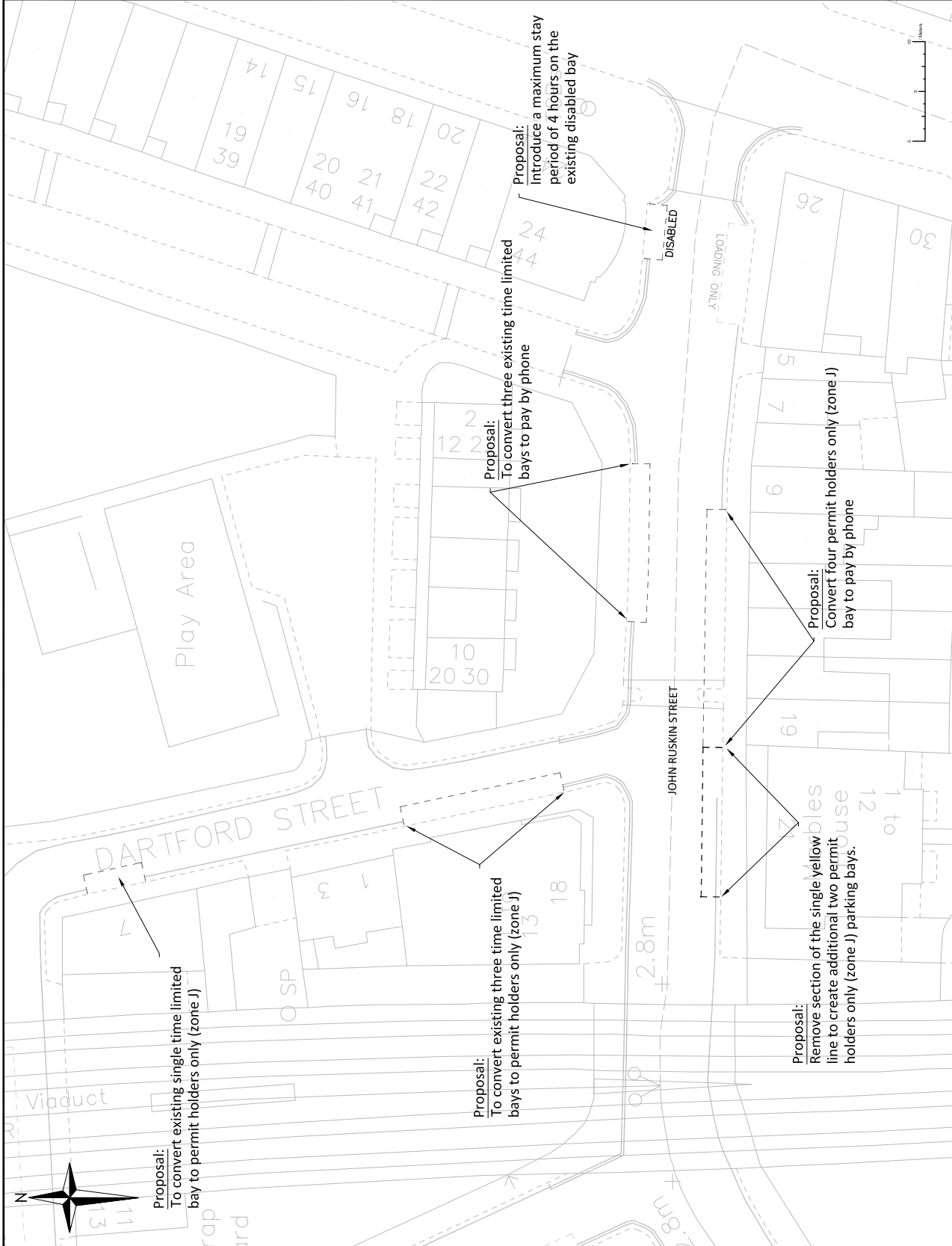
- a net gain of two parking spaces for residents and business who have a zone J parking permit.

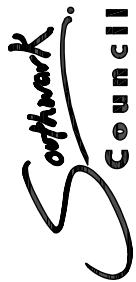
Disabled parking

- Introducing a four hour maximum stay period on the existing disabled bay to encourage turnover of space and prevent all day parking.
- A four hour maximum stay periods on disabled bays works well in locations where the bay is located in close proximity to shops and services where there is a demand for such facilities (usually where demand for parking space is high).

Notes

The north side of John Ruskin Street and Dartford Street falls within Walworth community council and Faraday ward.
The south side of John Ruskin Street falls within Camberwell community council and Camberwell Green ward.



<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project</p> <p>Camberwell visitor parking</p> <p>Drawing Title John Ruskin Street and Dartford Street Proposed parking modifications</p>	<p>Community Council Camberwell/BB & Walworth</p> <p>Ward(s) Camberwell Green/Faraday</p> <table border="1"> <tr> <th>Date</th> <th>Scale</th> <th>Drn</th> <th>Chk</th> <th>App</th> </tr> <tr> <td>8/10/13</td> <td>1:400@A3</td> <td>PG</td> <td>PG</td> <td>TW</td> </tr> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> <th>PG</th> <th>TW</th> <th>App</th> </tr> <tr> <td>A</td> <td>8/10/13</td> <td>Detailed Design</td> <td>PG</td> <td>TW</td> <td>TW</td> </tr> </table>	Date	Scale	Drn	Chk	App	8/10/13	1:400@A3	PG	PG	TW	Rev	Date	Description	PG	TW	App	A	8/10/13	Detailed Design	PG	TW	TW
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Camberwell Visitor Parking Consultation Proposals for November 2013

Response by Visit Camberwell

on behalf of

Camberwell Business Network (CBN)

CBN would like to thank Southwark Council (**SC**) for the opportunity to comment on these proposals, and welcomes any design proposal treating visitor parking as a significant component of town centre access.

Our response takes the form of a series of headings referring to assumptions currently made about visitor parking within SC which CBN considers to be harmful not just to local businesses, but also to the interests of the majority of residents (and of the overwhelming majority of poor, disabled and elderly residents) of Camberwell.

SC ASSUMPTIONS

“Why we don't have free parking”

There is a suggestion that free parking is not cost-effective to enforce. Current TfL short spaces are adequately enforced, and enjoy a high level of civic obedience due to their location close to the high street and a perception that they will be enforced in that location. Additionally, Lambeth Council is able to enforce free short-stay spaces.

If the current SC parking contractor is not able to enforce free short-stay, CBN has offered (since December 2011) to enforce parking itself in Camberwell. CBN also indicated a capacity to enforce differentially where spaces are reserved for the use of electric or micro-cars only, and to work with systems of reactive pricing. This offer was dismissed in principle by SC in April 2012 without the opportunity for CBN to make representations to Cabinet on the full benefits to the economy and local residents of this approach. Hopefully, dialogue can be resumed on the benefits to residents, and the logic of local businesses mirroring the way that supermarkets enforce their own free short-stay, where traditional parking contractors have indicated they do not have the resources for this.

CBN's preference is not for free parking, but for a level playing field with big business. In circumstances where supermarkets exist within a 3 minute drive that have several hundred free parking spaces, free parking should remain a significant component of town centre access in Camberwell.

Evidence – a data-based approach

The consultation document suggests there is no evidence that a lack of free parking damages the high street (top-left). There is definitive evidence that if parking access to a town centre is overpriced, difficult to use, or perceived as being these, there is a direct causal link with high street decline which goes beyond correlation. This is contained in the Association of Town Centre Managers annual report on town centre health in the UK.

CBN recommends the following evidence-based approach, using information already in SC's possession, could be collected at little cost, or which could be arranged by a third party (TfL) at no cost to the Council:

1. Publish the target occupancy rate per visitor space near the town centre. In town centres in America, 80% target rates during trading hours are used.
2. Collect % occupancy information on the nearest 200 visitor parking spaces to Camberwell town centre, based on payments made for each machine or pay-by-phone code, and averaged across the 200 spaces.
3. Collect % occupancy information on the nearest 200 free parking spaces to Sainsbury's Dog Kennel Hill supermarket, for comparison to town centre occupancy rates.
4. Work with TfL to use video survey evidence and licence plate recognition to cross-check against the Council's own database of permitholders, to help understand how much direct planning control the Council has over car use locally, through its planning powers. Depending on the times of individual surveys (e.g. Saturday), car use will give a strong indication of shopping and leisure preferences of local car owners and their contribution to pollution and congestion.
5. Obtain information on the amount of jobs done in Camberwell (as opposed to local

employment levels) going back at least 10 years, and publish this to understand the trend.

6. Obtain information on average and overall rateable value in Camberwell going back at least 10 years, and publish this to understand the trend.

“Visitor Parking is bad for the environment”

Visitor parking in Camberwell town centre and local centres derives mainly from existing journeys and traffic flows for other purposes. So this visitor parking makes – and would make – little *net* contribution to congestion. Visitor parking to supermarkets comes from dedicated car journeys, creating a significant *net* congestion and pollution which would not otherwise happen.

Visitor parking should continue to be a major factor in town centre access unless measures are taken which discourage supermarket visitor-parking in an equivalent way. This could include CPOs to reduce the size of supermarket car parks, or compulsory licensing to force supermarkets to charge for parking.

“People are choosing to shop in supermarkets. We can't do anything about this”

While there is clear evidence that overpriced parking damages the high street, there is no evidence that most people choose to shop at supermarkets where there is equal access to the high street in terms of parking facilities.

By every metric, Camberwell's local high street and economy has declined since the 1990s, irrespective of boom and bust. There is less variety, fewer specialists and no bookshops, fewer “white goods” offerings, less local manufacture, office and warehouse activities. Added to this, there is less public sector employment in Camberwell since the Council's relocation. Urgent action should be taken to promote the private sector's role in compensating for this employment loss.

The current £11M capital spend on Camberwell does not fall into the category of action for business because although it is a welcome improvement to the public realm, lessons from Walworth Road are that capital investment alone does not translate into improvements for

local business, and can actually be paralleled by an increase in empty shops and betting shops.

“Pedestrians are the most important transport mode”

CBN has always agreed with the hierarchy of planning for amenity areas:

1. pedestrians
2. cyclists
3. public transport
4. visitor parking

The important principle for Camberwell is that the nearest visitor spaces should be nearer and more convenient to the high street than the nearest spaces available to the minority of residents who own cars in Camberwell. This is because the majority of local residents have an interest in protecting local shops with visitor parking to improve their own local goods and services, and this resident majority has no interest in “resident-only” on-street parking.

The aspect of policy which CBN seeks to influence is to prioritise visitor parking over resident-only parking near shops. There is no conflict with pedestrian, cyclist and public transport initiatives.

In terms of impact on the high street, Council policy is that because drivers represent a minority of customers by transport-mode, there should be no useable visitor parking. Yet even by conservative estimates visitor parking contributes to at least 20% of turnover, and possibly a majority of customers where specialists such as bookshops and white goods offerings are concerned.

The proposal that because pedestrians constitute a majority of the custom base, 20% of custom (car drivers) can be removed from it, is not tenable. CBN invites the Council to imagine cuts to its budget of 20% or greater, as opposed to the 5% of loss of existing turnover from Government cuts, as a way of understanding the damage caused to the local economy through current parking policy.

Groups such as Living Streets which promote the idea of the pedestrian as customer *and* assert that visitor parking is not relevant, should be required to declare the car ownership interests of those attending meetings approving their recommendations, and of report authors. This is to help assess whether their criticism of visitor parking is based on a passion for pedestrianism, or perhaps on a desire to maintain their own on-street car storage.

It is impossible to know how many drivers would choose to visit Camberwell to shop if parking were reasonably priced, accessible and easy-to-use. Until the Council adopts the metrics recommended above, we will not know this, and current Council figures giving a small proportion of car drivers forming a part of custom for shops must be considered as an underestimate.

All we know for certain for now is that the Camberwell high street, inside and outside the town centre, does not have enough customers. In these circumstances, the low proportion of customers visiting as drivers can more easily be used to suggest parking is too difficult for them, than suggest they are not a natural component of visiting custom in current market conditions.

“We will keep existing hours of enforcement, as they are currently in use”

Most residents do not own cars, so there is no civic argument that hours of enforcement near shops should be structured around the habits of local motorists. As discussed above, the majority of Camberwell residents do not own cars and have an interest in the vitality and range of local goods and services, so more of an interest in visitor parking than resident-only parking.

The Council should conduct a full survey of trading hours, including the independent grocers whose hours are 0700-2300, in order to help protect the local economy from a minority of residents positioning their cars in areas which inhibit access to the town centre during its key (evening) trading hours, damaging employment and economic growth in Camberwell.

COUNCIL PROPOSALS FOR INDIVIDUAL STREETS

Camberwell Grove

This is the most important visitor parking street in Camberwell, siphoning custom for the high street both from the busy A202, and most directly from wealthy South Camberwell, East Dulwich and Dulwich Village. A buffer zone of at least 100 metres should be introduced, in which no residents can park during hours of enforcement.

CBN does not believe that the pay-by-phone spaces will be widely used, and encourages SC to use the metric methods outlined above to monitor their effectiveness and keep them under review.

The conversion of two resident spaces is a welcome principle, but not adequate in terms of the shock therapy which the town centre and unemployed local youths need. The effectiveness of paid parking should be measured with receipts against trading hours. In the current climate, the loss of TfL free parking (following existing losses on the main high street) will contribute to a further loss of custom to the town centre, and a proliferation of empty shops and betting shops.

The number of new spaces created (two) also falls below the number removed from Datchelor Place. There is some concern that some of the residents who lobbied for this removal are also active in lobbying against more visitor parking in Camberwell Grove, to maintain this for CPZ car storage instead. Camberwell Grove is the logical place for a transfer of the spaces (between 6 and 8) formerly in Datchelor Place, as the nearest accessible street with the highest potential for attracting customers with disposable income.

As discussed above, it is widely accepted that Camberwell town centre does not have enough customers. Until that is no longer the case, it should not be controversial to displace residential car storage in order to maintain parity of visitor parking space numbers, since this does not conflict in any way with pedestrian or cyclist initiatives.

Ruskin Street

Identifying a street outside the town centre is a positive step, in recognition of the “stepping-stone” effect of custom which will bring benefits to the town centre, as well as those in need of services within a few minutes' walk. The Council is encouraged to plan similarly for other satellite amenity areas in Camberwell such as Camberwell New Road, Coldharbour Lane, and Southampton Way.

Removing resident parking from outside shop fronts is positive, as resident cars near *or adjacent* to shop fronts discourage pedestrian and cycling movement, and inhibit the view of shop fronts by passing road-users. Businesses do not expect that pay-by-phone will be used, and expect a game of cat-and-mouse between customers and parking enforcement. As with Camberwell Grove, paid parking occupancy should be measured and a % occupancy target provided by the Council.

Proposals to charge for on-street storage of tyres and bicycles ancillary to the operation of local businesses should be re-thought as they are a recipe for conflict and differential enforcement. These uses do not inhibit sight-lines or general movement in the same way as resident cars, take up less space than the average resident car and are arguably a part of the character of the local area.

At the least, these businesses should be charged no more than a residential parking permit price for on-street tyre and bicycle storage. Since motorist residents using permits form little more than 10% of the local community, local businesses should be entitled to equivalent pricing for spatial use of the kerbside, since 90% of the local community has a greater interest in the welfare of those businesses than in resident permit pricing.

Valmar Road

The removal of some visitor parking up to the entrance of the trading estate is welcome, as consistent with the principle of establishing buffer zones around shops within which there are no resident cars stored long-term. However, this should be done for both sides of the street. Pay-by-phone parking is unlikely to be used – the Council is urged to use metric methods to

analyse occupancy (see above) and also have a target % occupancy rate for this area.

QUESTIONNAIRE

The document is currently too open-ended. Previous “invitations of ideas” have not resulted in useful information about resident opinions on how the kerbspace should be used, other than for car storage. We know that most Camberwell residents do not own cars, so will be interested in any other kerbspace use than this.

Council should pro-actively invite residents to rank possible uses for kerbspace other than resident parking, both within 100 metres radius of the town centre boundaries and outside that area.

These options of kerbside uses should include (amongst others the Council identifies):

- resident-only parking
- free short-stay visitor parking
- paid (by coin/cash/card) parking
- paid (by-phone) parking
- cycle storage
- soft surfacing (like artificial sports pitches) for lower-impact aerobics exercises in the street
- tree planting
- shrubs or flower boxes

It is important to reinforce alternative kerbspace uses wherever possible, and to recognise the stake of the majority of residents in this.

CBN believes that the Council already has a strong understanding – following the CBN walkabout in 2012 - that shared parking is mostly used by residents during trading hours so is not truly shared, and provides negligible benefits to local businesses. CBN encourages the Council to put out the message that “shared parking does not work” with equal prominence to the “no free parking” message, and of course to use data-based metrics outlined above to test

existing assumptions about the useability of visitor parking in Camberwell, as currently planned.

NOTE

This document may be reviewed as consultation with businesses is ongoing to shape it fully.

Item No. 16.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Boundary Lane and Bradenham Close – traffic flow and parking for highways to be adopted	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawing attached to this report, are approved for implementation subject to any necessary statutory procedures;

- **Boundary Lane and Bradenham Close**

- Introduce a restricted parking zone for the full extent of the highway to be adopted under a S38 Agreement.
- Reserve parking bays as follows: four for disabled badge holders, fifteen for resident’s permit holders and two for Car Club use.
- Introduce a one-way system, traffic flow to be in an anti-clockwise direction, for the full extent of highway to be adopted, including the already adopted section on Boundary Lane connecting it to Red Lion Row.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the Community Council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the Community Council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the introduction of disabled parking bays
 - the setting of consultation boundaries for consultation on traffic schemes.
4. This report gives recommendations for local parking arrangements in a road to be adopted under the relevant statutory act.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The developer was given planning permission number 07-CO-0046 on 5 June 2007 which allows a development of 260 residential dwellings, retail units and public realm improvements.

Parking matters

7. The development is located within an M2 parking zone which means a blanket policy on shared use parking i.e. the parking bays can be used by both those with a resident's permit or pay and display.
8. The planning permission has Condition no.3 that requires that a minimum of 10% (26no.) of the residential units are built to be suitable for wheelchair users.
9. The four disabled parking bays are therefore part of the required provision, with other disabled bays proposed elsewhere within the development.
10. The car club parking bays are a requirement of the S106 agreement Schedule 5 as council policy to reduce private car usage.
11. The restricted parking zone is in fulfillment of the Parking Management Plan as approved by the Head of Planning as per the S106 agreement Schedule 10.

Traffic matters

12. The one-way traffic flow system is in fulfillment of the approved S38 layout in Appendix 5.
13. The one-way system was designed to eliminate visibility and turning problems at the existing acute angled 'Y' junction between Red Lion Row and Boundary Lane.
14. The existing adopted section of Boundary Lane, outside numbers 8 to 20 will also be made into a one way road as per the approved plan. Not making this section into a one way road as well would involve provision of a turning head at its end, which would require land that is not available and the problems already mentioned in item 13 above.

Policy implications

15. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.5** – ensure that there is a car club bay within five to ten minutes walk of each household in the borough by 2014.
 - Policy 4.2** – create spaces that people can enjoy.
 - Policy 8.1** – seek to reduce overall levels of private motor vehicle traffic on our streets.

Community impact statement

16. The policies within the Transport Plan upheld within this report have been

subject to an Equality Analysis.

17. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
18. The blue badge parking gives direct benefit to disabled motorists, particularly to the individuals who apply for them.
19. The car club bays will benefit those residents who do not own cars and who choose instead to use this facility, thereby reducing the number of cars on the local highway network.
20. The introduction of restricted parking with pay and display parking for non-permit holders will discourage parking by non-residents and reduce the number of cars going into these roads for parking purposes only.
21. The recommendations are not considered to have a disproportionate effect on any community or group.
22. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing disabled parking for those who are in need of it.
 - Improving road safety by reducing the flow of vehicular traffic to the development.

Resource implications

23. All costs arising from implementing the recommendations will be fully met by the developer.

Legal implications

24. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
25. 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.
26. 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.
27. 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.
28. 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.

29. 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 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.
30. By virtue of sections 45 - 46, the Council may, by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.
31. The exercise by Council of functions under this section shall not render Council subject to any liability in respect of the loss of or damage to any vehicle in a parking place or the contents or fittings of any such vehicle.

Consultation

32. No informal (public) consultation has been carried out.
33. Should the community council approve the recommendations, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
34. 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.
35. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
36. 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	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH Online: Southwark transport plan 2011 - Southwark Council	Robson Mupani 020 7525 1235

APPENDICES

No.	Title
Appendix 1	Decision Notice
Appendix 2	Proposed parking bays & signs layout drawing
Appendix 3	Existing permit bays in Boundary Lane
Appendix 4	S38 approved adoption extents layout
Appendix 5	S38 approved one-way traffic flow system layout

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Robson Mupani, Development Control Officer	
Version	Final	
Dated	6 November 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	6 November 2013	

[<< Back to case](#)

Conditions or Reasons for Planning Application - 07/CO/0046

Conditions Reasons for granting planning permission.

or

Reasons: This planning application was considered with regard to various policies including, but not exclusively:

a] Policies 2.2 Provision of new Community Facilities, 2.5 Planning Obligations, 3.1 Environmental Effects, 3.2 Protection of Amenity, 3.3 Sustainability Appraisal, 3.4 Energy Efficiency, 3.5 Renewable Energy, 3.7 Waste Reduction, 3.11 Efficient Use of Land, 3.12 Quality in Design, 3.13 Urban Design, 3.14 Designing Out Crime, 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites, 3.19 Archaeology, 4.1 Density of Residential Development, 4.2 Quality of Residential Development, 4.3 Mix of Dwellings, 4.4 Affordable Housing, 4.5 Wheelchair Affordable Housing, 4.6 Loss of Residential Floorspace, 5.1 Locating Developments, 5.2 Transport Impacts, 5.3 Walking and Cycling, 5.6 Car Parking and 5.7 Parking Standards for disabled people and the mobility impaired of the emerging Southwark Unitary Development Plan [March 2007].

b] Policies R2.2 Planning Agreements, C.1.1 Premises for Community Facilities, E.1.1 Safety and Security, E.2.1 Layout and Building Line, E2.2 Heights of Buildings, E.2.3 Aesthetic Control, E.2.4 Access for Facilities for People with Disabilities, E.2.5 External Space, E.3.1 Protection of Amenity, H.1.3 New Housing, H.1.4 Affordable Housing, H.1.5 Mix of New Housing, H.1.7 Density of New Residential Development, H.1.8 Standards for New Housing, H.1.10 Provision of Housing to Mobility and Wheelchair Standards, T.1.2 Location of Development in Relation to the Transport Network, T.1.3 Design of Development and Conformity with Council Standards and Controls, T.2.1 Measures for Pedestrians, T.4.1 Measures for Cyclists and T.6.3 Parking Space in New Developments of The Southwark Unitary Development Plan 1995

Planning permission was granted as there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

1) Application for the approval of External Appearance and Landscaping, which were Reserved Matters in this approval, shall be submitted to the Local Planning Authority not later than the expiration of three years beginning with the date of this permission and the development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason:

As required by Section 92 of the Town and Country Planning Act 1990 as amended.

2) The development hereby permitted shall not be commenced until details of the facilities by which non-ambulant disabled persons may gain access to, and move within, the respective buildings have been submitted to and approved in writing by the Local Planning Authority, and the building shall not be occupied until any such approved details have been provided and thereafter those facilities for disabled access shall be retained and shall not be removed without the prior written consent of the Local Planning Authority.

Reason

To ensure the provision of adequate means of access to the building for people with disabilities in accordance with Policies 4.2 (Quality of Residential Accommodation) and 4.3 (Mix of Dwellings) of the emerging Southwark Plan.

3) The development hereby permitted shall not be commenced until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate how all of the residential units comply with the Lifetime Homes Standards, and a minimum of 10% of the total number of residential units will be suitable for wheelchair users, and the building shall not be occupied until any such approved details have been provided and thereafter those facilities shall be retained and not be removed without the prior written consent of the Local Planning Authority.

Reason

To ensure the provision of adequate means of access to the building for people with disabilities in accordance with Policies 4.2 (Quality of Residential Accommodation) and 4.3 (Mix of Dwellings) of the emerging Southwark Plan.

4) The development hereby approved shall not be commenced until details (2 copies) of the refuse storage facilities for the residential and commercial units and community facility have been submitted to and approved in writing by the Local Planning Authority, the units shall not be occupied until the facilities have been provided in accordance with any approval and shall be retained thereafter and the facilities used for no other purpose without the prior written consent of the Local Planning Authority.

Reason

In order that the Council may be satisfied that suitable facilities for the storage of refuse will be provided and retained in the interest of protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Policies 3.2 (Protection of Amenity), 3.7 (Waste Reduction) and 4.2 (Quality of Residential Accommodation) of the emerging Southwark Plan.

5) The development hereby permitted shall not be commenced until the applicant has provided to the Local Planning Authority an energy demand assessment including a feasibility assessment into the use of Combined Heat and Power or communal heating systems, and a report identifying how a minimum of 10% of the carbon emissions for which the development is responsible are off-set by on-site renewable energy production methods. The carbon savings which result from this will be above and beyond what is required to comply with Part L Building Regulations. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development and thereafter retained for so long as the development remains in existence.

Reason

To ensure the development complies with Policy 3.5 (Renewable Energy) of the emerging Southwark Plan and Policy 4A.9 of the London Plan 2004.

6) No development shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified EcoHomes 2006 report that achieves 'Excellent' rating with certification. The approved scheme shall then be provided in accordance with these details. A certificated EcoHomes 2006 Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason

APPENDIX 1

To ensure the proposal complies with Policy 3.4 of the emerging Southwark Plan.

7) Surface water source control measures shall be carried out in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before any development commences.

Reason

To prevent the increased risk of flooding and to improve water quality in accordance with Planning Policy Statement 25 - Development and Flood Risk.

8) Prior to the commencement of the development a flood warning and evacuation plan covering flood evacuation / safe refuge shall be submitted to and approved in writing by the Local Planning Authority. The plan shall then be implemented in full from the date the building is occupied.

Reason: To reduce the risk of flooding to residents in accordance with Planning Policy Statement 25 - Development and Flood Risk.

9) The finished floor levels of the development shall be set 300mm above existing ground level of the site. Drawings shall be submitted to the Local Planning Authority for approval in writing prior to the commencement of the development.

Reason:

To reduce the risk of flooding to residents and their property in accordance with Planning Policy Statement 25 - Development and Flood Risk.

10) The units in Site E as shown on the 'Indicative Construction Phasing' drawing included in the Design and Access Statement shall not be occupied until the building at 42-256 Bradenham is demolished.

Reason

To ensure an acceptable standard of accommodation in the Site E development, and an unacceptable impact on the amenity of adjoining occupiers in Big Bradenham is avoided in accordance with Policy 3.2 of the emerging Southwark Plan.

11) Details of the means by which the 5 trees to be retained on the site are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment shall be submitted (2 copies) to and approved by the Local Planning Authority before any work is begun, and such protection shall be installed and retained throughout the period of the works.

Reason

To ensure the protection of the trees to be retained on the site in the interests of visual amenity in accordance with Policy 3.13 of the emerging Southwark Plan.

12) Details of the facilities to be provided for the secure storage of cycles shall be submitted to (2 copies) and approved by the local planning authority before the development hereby approved is commenced and the premises shall not be occupied until any such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written consent of the local planning authority, to whom an application must be made.

Reason

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with policy 5.2 of the emerging Southwark Plan and T.4.1 Measures for Cyclists of the Southwark Unitary Development Plan.

13) Before the development is commenced an intrusive site investigation and assessment into the possibility of soil, water and gaseous contamination must be carried out to the approval of the Local Planning Authority. The investigation report shall include a risk assessment and details of remediation if required.

Remedial works which are shown to be required must be approved by the Local Planning Authority before any such works are carried out and completed prior to the occupation of any building. A validation report detailing evidence of all remedial work carried out must be submitted to and approved in writing by the Local Planning Authority at the conclusion of the work and before any occupation of any of the development.

The developer shall notify the Local Planning Authority of any on site contamination not initially identified by the site investigation so that an officer of the Council may attend the site and agree any appropriate remedial action.

Reason:

In order to protect construction employees and future occupiers of the site from potential health-threatening substances in the soil in accordance with Policy 4.2 (Quality of Residential Accommodation) of the Southwark Plan.

[Return to Search Page](#) | [Close Window](#)

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notes

- The extent of adopted public highway is to be confirmed with London Borough of Southwark - Highways records office.
- All highway works in accordance with the specifications of the London Borough of Southwark.

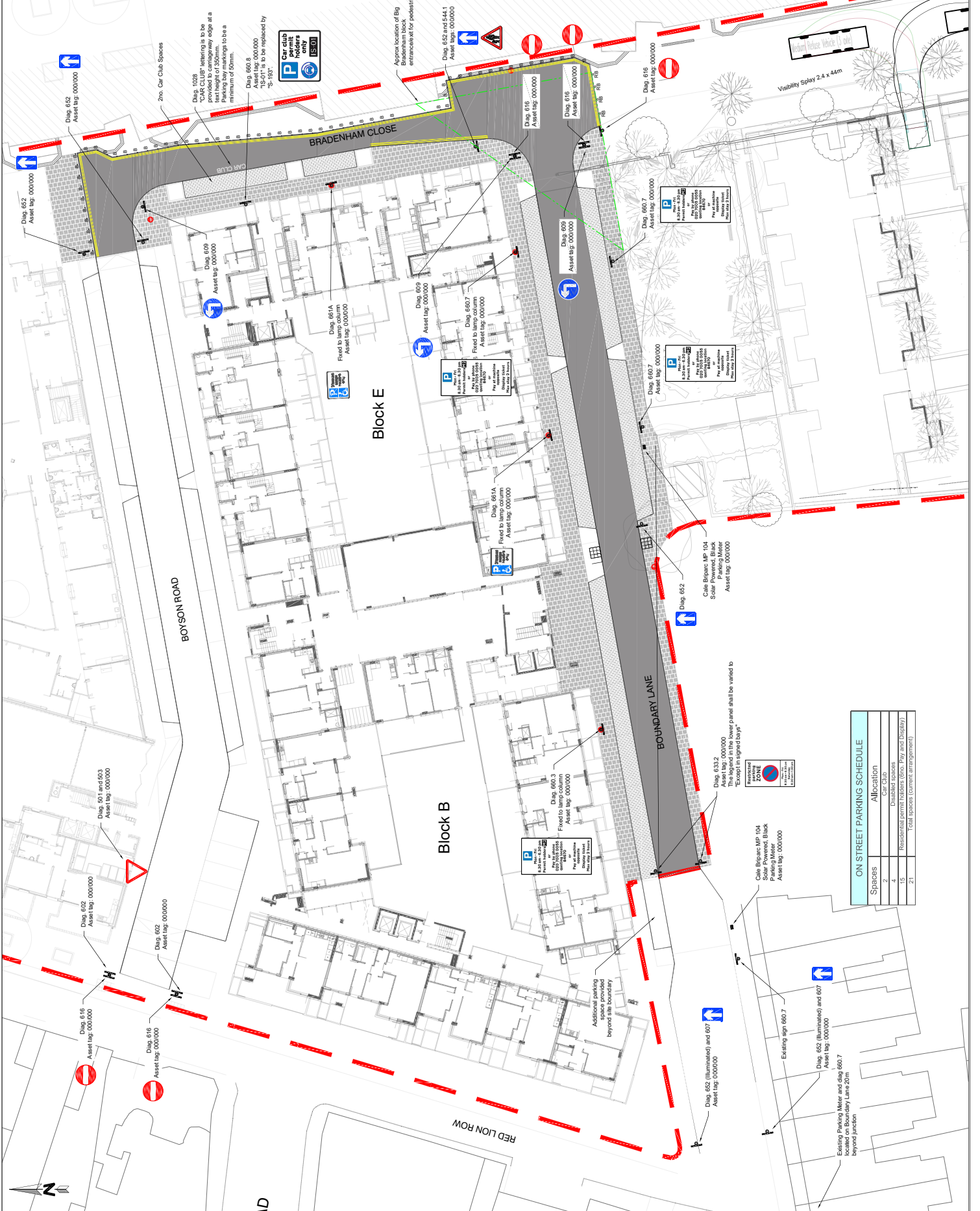
NOTE:
THIS DRAWING IS NOT TECHNICALLY APPROVED
FOR CONSTRUCTION. ANY WORK FROM THIS
DRAWING WILL BE AT RISK. 14.08.13

DRAFT

C7	25.07.13	TPO markings added	AW	AW
C8	11.07.13	Car Club requirements added. Signs added.	KC	AW
C5	20.04.12	Blind Cross bollards added	RE	PH
C4	13.04.12	Issue to Durban	RE	PH
C2	12.04.12	E Close Updated	RE	PH
C2	05.04.12	Issued to LBS for approval	RE	PH
C1	04.04.12	Issued for Construction	RE	PH
Rev	Date	Description	Drawn	Check



Date	Apr '12
Scale	1:200(A)
Project	CONSTRUCTION
Engineer	PH
Project No	080329
Drawing No	C911
Revision	
Title	Section 38 Agreement Road Signage, Markings and and Visibility Signs
WIP	



Spaces	Allocation
2	Car Club
4	Permitted spaces
15	Residential permit holders (day and night)
21	Total spaces (current arrangement)



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Show more on the map

Parking bays

Ind. Value with BAY_TYPE

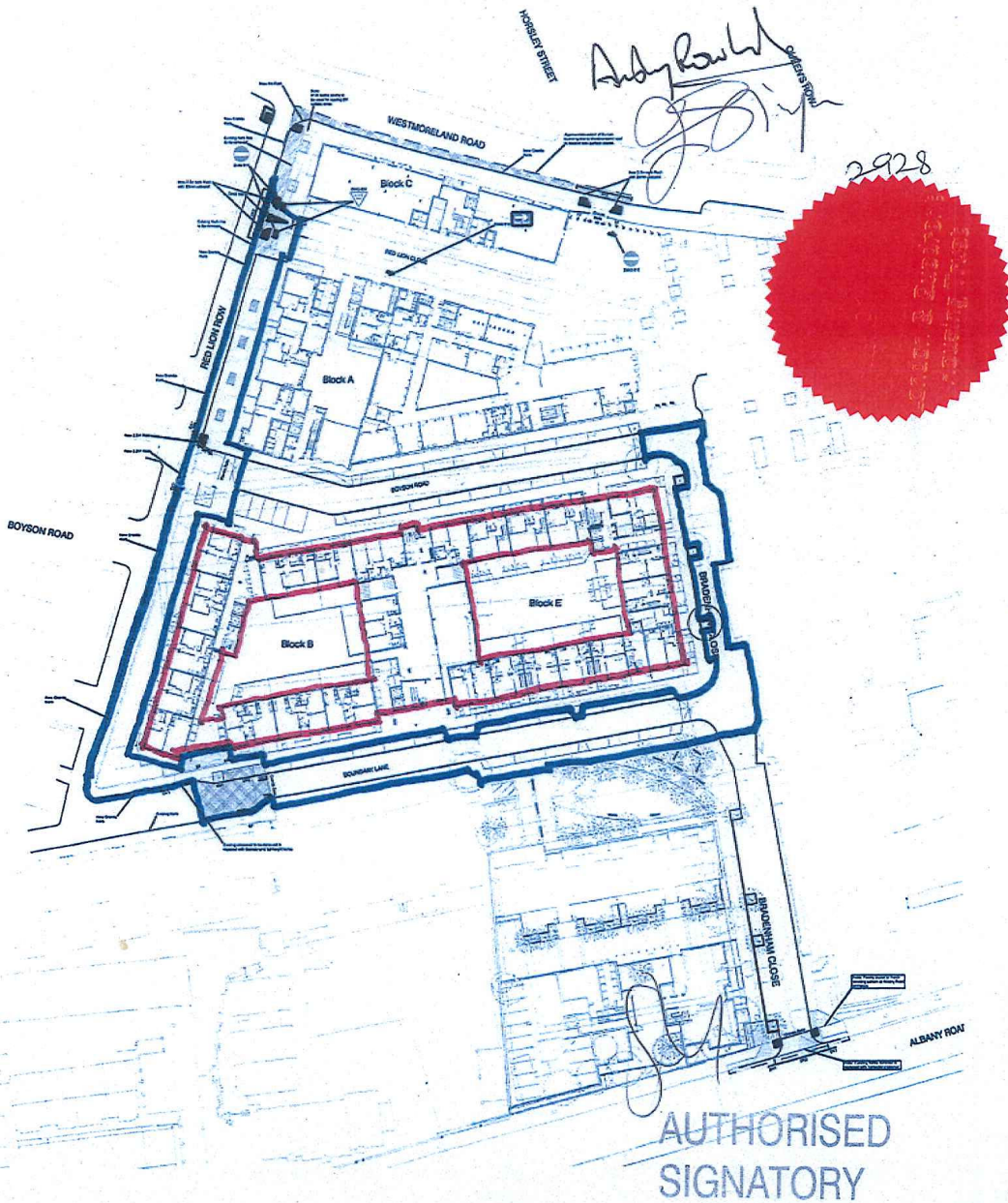
- Ambulance
- Car club
- Coach (short stay)
- Coach paid (phone or cash)
- Cycle hire
- Disabled
- Disabled (short stay)
- Doctor
- Electric vehicle recharging
- Loading only
- Loading only (goods vehicles)
- Motorcycle
- Paid (meter)
- Paid (phone or cash)
- Paid (phone)
- Permit holders only
- Permit holders or paid (phone or cash)
- Permit holders or paid (phone)
- Permit holders or short stay
- Short stay
- Taxi
- Unrestricted parking

SITE BE.

28.11.2011

S278 ADAPTABLE HIGHWAYS WORKS EXTENTS

OPTION 3



AUTHORISED SIGNATORY



Borough, Bankside and Walworth Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Gerald Gohler, Constitutional Officer

Feedback on queries raised at previous Walworth Community Council meetings

Question	Response
<p>Can details of the Sedan Way Green Link be submitted, as there is a problem with the proposed removal of four mature ash trees? The proposed new layout of Sedan Way would lead to the removal of the trees, most of which could be easily saved. Why are the proposals for this new road pedestrian unfriendly, and dangerous for children?</p>	<p>The removal of four trees currently located at the top of Sedan Way (at the junction with East Street) is being undertaken to accommodate the re-alignment of the road, which, in turn, optimises the size of the site adjacent for redevelopment.</p> <p>The Aylesbury Action Plan (AAP), which was adopted by the council in 2010, established a detailed framework for the redevelopment of the estate, including a diagrammatic masterplan, which encompasses this site and the realignment of Sedan Way. The vision behind the AAP is to stitch the Aylesbury area back into the wider urban context by re-establishing the typical urban block and network of residential streets. The current development closely follows the AAP masterplan and was given planning consent in February 2013.</p> <p>Officers can confirm that the new development will respect the provision of a Green Link route, which passes through Sedan Way, both in terms of tree re-provision and in terms of the design of the new road. The latter is planned as a slow road on which both vehicles and cycles share the road. The Green Links are a key consideration for the masterplan proposals being developed for the wider area. There will be the opportunity for local residents to further feed into this process next year.</p>
<p>Can the following advertising boards be removed as soon as possible:</p> <ul style="list-style-type: none"> • Nando's – Newington Causeway. There are also a number of raised and loose paving stones along this stretch outside Alexander Fleming House. • The Whisky Shop – Clink Street. It was supposed to be removed before the Olympics and the Diamond Jubilee. • The boards in and around the recently landscaped area on Tabard Street, next to St 	<p>Officers have sent a request to Nando's to remove their A board with a reminder that it was not licensed.</p> <p>A removal notice has been served for the Whisky Shop and officers have visited Tabard Street, investigated and discussed any issues, where necessary, with the business.</p> <p>Following this, officers visited the sites in the week commencing 14 October 2013. At the time of the visit, there were no more advertisement boards in the general area.</p>

<p>George's Church: Barber, Gym and Cafe. The cafe has four banners/signs on each side of the church grounds as it is.</p>	
<p>Why are the trees on the junction of Webber Street / Blackfriars Road going towards the Old Vic not [being] serviced?</p>	<p>The trees running along Webber Street between Blackfriars and Chaplin Street will be pruned in the first week of November. The trees beyond Chaplin heading towards the Old Vic belong to Lambeth.</p>
<p>Signs for events are left on posts long after the event has finished i.e. cycling festival.</p>	<p>Officers often receive requests for street lights and street furniture to be used to display posters and banners for a wide range of events. One of the criteria for allowing these temporary attachments is a fixed installation and removal date, all of which are agreed prior to installation. Some groups hold their events and disappear, which leaves officers with nobody to follow it up with.</p> <p>For events which are arranged through the council's events team (most outdoor events except those taking place on housing estates), officers advise all event organisers about temporary outdoor advertising (http://www.southwark.gov.uk/info/200417/planning_an_event/2473/promoting_your_event).</p> <p>If there are any out-of-date signs you would like to report, please contact the council on 020 7525 2000 or at events@southwark.gov.uk.</p>
<p>Last October, I asked why the sign at the Heygate Street / Walworth Road junction [reads] "end of 20mph zone" which means Walworth Road is 30mph. Under the railway bridge at Elephant and Castle, [it] states this is the end of the 20 mph zone. TfL did not give a response last year.</p>	<p>This sign should have been taken down by the contractor when officers extended the 20mph zone boundary along Walworth Road last year. Officers have now arranged for the sign on Heygate Road to be taken down which means that both roads will be within the 20mph limit.</p>
<p>Why no public questions at the meeting?</p>	<p>Section 6.2 of the community council procedure rules (which form part of the council's constitution) states that the running order and time allocated to individual agenda items is the prerogative of the chair.</p> <p>Furthermore, section 7.3 states that the inclusion of public question on the order of business and the time allocated to this are the prerogative of the chair.</p>

	<p>The chair can invite written questions to be fed back at the next meeting.</p>
<p>Can you tell me why the shops in East Street [are] still out on the pavement, when an order went out to stop this?</p>	<p>During October 2013, officers issued 52 Sec 34's in East Street requiring shopkeepers to provide evidence of a contract in place for licensed trade waste carrier to remove business waste.</p> <p>Furthermore, trading standard officers conducted sixteen visits to East Street stall holders and businesses, and six visits to businesses in the surrounding Walworth Road area. There were also four food safety visits to East Street businesses.</p> <p>In terms of highways issues and shop front display and a boards, there were 46 visits to Walworth Road area, and further visits are planned for East Street at the end of October.</p>

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**BOROUGH, BANKSIDE AND WALWORTH COMMUNITY COUNCIL AGENDA DISTRIBUTION
LIST (OPEN)
MUNICIPAL YEAR 2013-14**

NOTE: Original held by Constitutional Team (Community Councils) all amendments/queries to Gerald Gohler Tel: 020 7525 7420

Name	No of copies	Name	No of copies
To all Members of the Community Council			
Councillor Martin Seaton (Chair)	1	Others	
Councillor Poddy Clark (Vice-Chair)	1		
Councillor Catherine Bowman	1	Elizabeth Olive, Audit Commission	1
Councillor Neil Coyle	1		
Councillor Patrick Diamond	1		
Councillor Dan Garfield	1	Total:	99
Councillor Claire Hickson	1	Dated: 5 June 2013	
Councillor Lorraine Lauder MBE	1		
Councillor Rebecca Lury	1		
Councillor Tim McNally	1		
Councillor Darren Merrill	1		
Councillor Abdul Mohamed	1		
Councillor Adele Morris	1		
Councillor David Noakes	1		
Councillor Geoffrey Thornton	1		
Press			
Southwark News	1		
South London Press	1		
Members of Parliament			
Simon Hughes, MP	1		
Officers			
Constitutional Officer (Community Councils) 2 nd Floor Hub 4, 160 Tooley St.	80		