

Borough, Bankside and Walworth Community Council

THEME: Your financial health

Monday 29 September 2014

7.00 pm

Venue: Amigo Hall, St George's Cathedral, Lambeth Road (junction with St. George's Road), London SE1 6HR

Financial advice surgery with representatives from Southwark Citizens Advice Bureaux Services from 6.00pm.

Stalls by: London Mutual Credit Union, Southwark Finance and Corporate Services, Southwark Housing Renewal, Southwark Carers and Southwark Volunteer Centre.

Membership

Councillor Martin Seaton (Chair)
Councillor Claire Maugham (Vice-Chair)
Councillor Maisie Anderson
Councillor Neil Coyle
Councillor Karl Eastham
Councillor Paul Fleming
Councillor Dan Garfield
Councillor Eleanor Kerslake

Councillor Lorraine Lauder MBE
Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Vijay Luthra
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Friday 19 September 2014



Order of Business

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

Item No.	Title	Time
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES (Pages 1 - 9)	
	The minutes of the meeting held on 23 July 2014 to be agreed as a correct record and signed by the chair.	
6.	YOUTH COMMUNITY COUNCIL	7.05pm
	To provide feedback on recent activities and projects.	
7.	FOCUS ON OLDER PEOPLE	7.10pm
	<ul style="list-style-type: none"> • Adaptations for elderly and disabled residents; landlord and tenant grants (Ean Resner, Private Sector Housing & Housing Renewal) • Grants by St George the Martyr Charity • Southwark Carers (Caroline Ferguson) 	
8.	THEME: YOUR FINANCIAL HEALTH	7.20pm
	<ul style="list-style-type: none"> • Councillor Neil Coyle • Jay Daisy, Service Development Officer • Sally Causer (Southwark Citizens' Advice Bureaux Services) • Councillors Chris Gonde and Eleanor Kerlake • Lakshman Chandrasekera, Chief Executive of London Mutual Credit Union (LMCU) 	

Item No.	Title	Time
9.	COMMUNITY ANNOUNCEMENTS	8.20pm
	<ul style="list-style-type: none"> • Cleaner Greener Safer Capital Fund 2015/16 (Andrea Allen, Senior Project Manager) • Southwark Volunteer Centre (Shaun O'Regan) • Wheels for Wellbeing (Abs Tripp) • Safer Neighbourhoods Team (Inspector Richard Barton) 	
	Chair's announcements:	
	<ul style="list-style-type: none"> • Council budget 2015/16 • Petition about more police in the borough • Engagement about the delivery of 11,000 council homes 	
10.	PETITIONS AND DEPUTATIONS	8.35pm
	The chair to advise on any deputations or petitions received.	
11.	COMMUNITY CONVERSATION ON DOMESTIC ABUSE AND COMMUNITY CONVERSATION ON WOMEN'S SAFETY CHARTER	8.40pm
	George Roscoe (Community Safety Officer)	
12.	PUBLIC QUESTION TIME (Pages 10 - 15)	8.50pm
	This is an opportunity for public questions to be addressed to the chair. A public question form is on page 10 of this agenda pack.	
	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 (please see feedback sheet on page 11).	

Item No.	Title	Time
13.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.15pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 26 November 2014.</p>	
14.	LOCAL PARKING AMENDMENTS	9.20pm
	<p>14.1. ESTATE PARKING SCHEME - TABARD GARDENS (Pages 16 - 20)</p> <p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	
	<p>14.2. GLENGALL TERRACE (Pages 21 - 31)</p> <p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	
15.	TRAFFIC MANAGEMENT REPORT: NEWCOMEN STREET (Pages 32 - 35)	9.25pm
	<p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report, and in appendices 1-3 (circulated to councillors separately).</p>	
16.	LYTHAM STREET PERMANENT CLOSURE (Pages 36 - 41)	9.30pm
	<p>Councillors to consider the information contained in the report.</p>	

Item No.	Title	Time
17.	QUIETWAY CYCLING PROPOSALS (Pages 42 - 52)	9.35pm
	Councillors to consider the information contained in the report, and in appendices 1-6 (circulated to councillors separately).	

Date: Friday 19 September 2014

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

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

ACCESSIBLE MEETINGS

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

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.

**For a large print copy of this pack,
please telephone 020 7525 7420.**



Borough, Bankside and Walworth Community Council

MINUTES of the Borough, Bankside and Walworth Community Council held on Wednesday 23 July 2014 at 7.00 pm at Amigo Hall, St. George's Cathedral, St George's Road, London SE1 6HR

PRESENT:

- Councillor Martin Seaton (Chair)
- Councillor Maisie Anderson
- Councillor Neil Coyle
- Councillor Karl Eastham
- Councillor Dan Garfield
- Councillor Eleanor Kerlake
- Councillor Lorraine Lauder MBE
- Councillor Maria Linforth-Hall
- Councillor Rebecca Lury
- Councillor Vijay Luthra
- Councillor Darren Merrill
- Councillor David Noakes

OFFICER SUPPORT:

- Ruth Wallis (Director of Public Health)
- Jin Lim (Assistant Director / Consultant in Public Health)
- Rosie Dalton-Lucas (Health Improvement Partnership Manager)
- John McHenry (Markets and Street Trading Manager)
- Pauline Bonner (Community Councils Development Officer)
- Gerald Gohler (Constitutional Officer)

1. WELCOME AND INTRODUCTIONS

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

There were apologies for absence from Councillors Paul Fleming, Claire Maugham and Adele Morris; and from Councillor Karl Eastham for lateness.

Councillor Vijay Luthra gave his apologies for having to leave the meeting early.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillor Neil Coyle declared a non-pecuniary interest in items 8 to 11, as he is a trustee of Cooltan Arts, which may be relevant to the health or mental health items on the agenda.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair agreed to accept the following item as urgent:

Item 16 - Mint Street and Quilp Street Amendments to Parking Arrangements.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 2 April 2014 be agreed as a correct record, and signed by the chair.

6. YOUTH COMMUNITY COUNCIL

Representatives from the Borough, Bankside and Walworth Youth Community Council reported that there would be a summer programme of activities running from 28 July to 22 August. This was designed to give young people something to do over the summer months. It would include discussions and workshops around mental health, bullying about weight and appearance, sexual harassment, sexual health, as well as t-shirt printing and a language swap shop where young people would teach each other their languages. Volunteers were still needed for the language swap shop.

At this point Councillor Karl Eastham joined the meeting.

Responding to questions from the floor, the representatives of the youth community council explained that the hub where the summer programme would be taking place, was on Walworth Road near the Tankard pub. The age group targeted by the scheme was 11-19. They would distribute leaflets at stations to promote the service.

The meeting heard that these activities should tie in with other council initiatives on sexual harassment and women's safety.

The chair invited the representatives of the youth community council to come back to the next meeting to feedback on the project.

7. COMMUNITY ANNOUNCEMENTS

Busking consultation

John McHenry, markets and street trading manager, informed the meeting that the street trading team were currently conducting a consultation about introducing a busking licence for a designated area near the Millennium Bridge, and to ban any other busking and street

entertainment activities from the OXO Tower to the east side of Southwark Bridge, and south of Southwark Street. The questions were around how many performers would be allowed, and at what times they would be allowed to engage in busking. A busking exclusion zone was also proposed. He explained that there was a list of over 1,000 addresses in Cathedrals ward, which would be written to and sent a consultation form, at the back of the hall. The report on the consultation would be presented at Licensing Committee, which would be making the final decision on the area and specifics.

Responding to questions from the floor, John said that the proposal was for pitches to be designated west of the Millennium Bridge, and for a registration fee to be charged. Enforcement action would be taken against unlicensed buskers. The council was working with Better Bankside on this. A registration fee of £35 had been floated, which would mirror the licence fee for temporary street traders. A balance would have to be struck between the interests of buskers, other street entertainers and residents, which is why the consultation was taking place.

Community Infrastructure Project List

The chair announced that ideas were still being sought to go on the community infrastructure project list (CIPL) for local publically accessible improvements that could be funded by Section 106 or the future local community infrastructure levy (CIL). Ideas could be sent to zayd.al-jawad@southwark.gov.uk. The updated CIPL would be coming to September's community council for consideration.

Elephant and Castle shopping centre consultation

Kim Humphreys, Richard Chambers and Steve Burgin representing Delancey addressed the meeting and fed back about the recent listening exercise that had twice been conducted in the shopping centre with the aid of consultation forms. This questionnaire was also available online, and represented the beginning of the exercise. Steve explained that he was responsible for the operations of the shopping centre, and that he was currently dealing with some inherited issues. There were currently 71 tenancies in the centre. A large proportion of tenants had holding-over agreements, but these were in the process of being regularised. They would be given 18 to 24-month leases. A programme of fixing doors and escalators was also in progress. The six currently vacant units would soon be let. The shopping centre had 12 million visitors last year.

Responding to questions from councillors, they said that the consultation would include the Latin American businesses, both inside and outside the shopping centre. This would intensify as the process went on. The shopping centre was in favour of improving cycle facilities in the area, and would aim to provide "best in class" cycle facilities as part of the regeneration of the centre. Engagement with Southwark Cyclists would also be happening in the future. Responding to further questions, Richard said that the refurbishment of the centre would take time, and that they would engage with Transport for London (TfL). A planning application would not be submitted for some time. The toilets in the shopping centre would be refitted and paid special attention to in the future. Kim Humphreys explained that the first question on the questionnaire had been aimed at collating the opinions people had about the shopping centre and was an open question. The subsequent questions had been designed to be more easily quantifiable. Furthermore, the questionnaire had been draw up not to consult on any specific proposals but to flag up initial issues. All comments would be collated. The meeting heard that the questionnaire should have included the website and an email address.

Safer Neighbourhoods Team

Inspector Richard Barton informed the meeting that some of the ward teams were now on Twitter, and encouraged people to follow them. There was a lot of outreach work being conducted to reach less visible groups. The Chaucer ward team had made an arrest on the Rockingham Estate for possession with intent to supply, while his colleagues in Cathedrals ward were mostly dealing with office burglaries in which computers were targeted especially. He advised people to have clean desks in their offices. The Cathedrals team also patrolled Borough Market area, and tried to prevent thefts from pubs and cafés. Newington SNT were working with businesses along Walworth Road and targeting violence with injury to the person, as well as cutting down on shoplifting. As part of Operation Neptune, East Walworth SNT were targeting the resale of stolen smartphones. Faraday ward officers were mostly tackling robberies in Burgess Park around the Wells Grey underpass and the Old Kent Road. He went on to say that there was now a pilot in which people with mental health problems who have been arrested would either be assessed by a mental health professional straight away or receive a visit from the community mental health team the following day. This was a great improvement.

Responding to a question from the floor, Inspector Barton said that the pilot was taken up more and more by officers and that it had made a positive impact. Officers were picking up on developing situations more quickly, and were now able to recognise mental health conditions earlier and more often. He explained that when the police were using Twitter, this was outgoing only, and that any leads received via Twitter would be double-checked, and people sending them spoken to in person. There had always been a number of arrests where mental health problems had played a part, but now people were more aware of the problem.

The chair thanked the police for attending.

Healthwatch Southwark

Alvin Kinch, Healthwatch Southwark manager, explained that the organisation was part of a network of 150 similar bodies in the UK, which worked with councils and the health service to improve services. To this end, they were keen to speak to as many service users as possible. They conducted site visits to service providers, focusing on mental health services especially for young people - like the adolescent unit in Camberwell, which they would be visiting over the next few months. Volunteers could be trained to visit care services, but there were also other volunteering opportunities.

Responding to questions from the floor, Alvin explained that the funding for Healthwatch organisations came from central government via councils. She went on to explain that she was the Healthwatch representative on the clinical commissioning group, until the following week, and that she would discuss with the chair of the group who would represent Healthwatch in future. Currently, there were volunteers who had expressed an interest in being the representative and had been interviewed for that purpose, but in future this post may be elected. Alvin also explained that they had built up a relationship with the Southwark Deaf Forum, because its members had experienced problems with accessing health services. A report about this was presented to Guy's and St Thomas' hospitals.

Art in the Park

The meeting heard that this SE17-based art project for people 55+ was part-funded by the community council, and offered sessions every other Monday from 11am to 1pm at

Inspire. Participants in the group told the meeting how much they enjoyed it.

8. HEALTH AND WELL-BEING IN SOUTHWARK

Councillors Rebecca Lury and David Noakes addressed the meeting in their capacity as chair and vice-chair of the healthy communities scrutiny sub-committee, and explained that their sub-committee would be looking at the council's public health services, hospitals and other commissioned health provision. The meetings were open to the public. Councillor Lury encouraged all those interested to attend. There would be three enquiries into: public health, personal budgets (in adult social care) and into the health of the borough. As part of this, the sub-committee would be looking at four themes: financial health (banks and credit unions, payday loans, financial awareness), environmental health (parks, open spaces, cleanliness), physical health (cycling, walking, indoor and outdoor sports facilities, healthy eating, alcohol) and personal safety. The councillors also encouraged people to write in with questions they might have, by the end of August. Councillor Noakes explained that the scrutiny sub-committee was going to look into how the introduction of personal budgets had gone. In response to a question about the funding for patient participation groups, Councillor Lury said she would get a full response from the cabinet member responsible, Councillor Barrie Hargrove, and would be bringing this to a future meeting.

9. FOCUS ON OLDER PEOPLE

Tina Johnston, coordinator for older persons' services, at Blackfriars Settlement informed the meeting of the activities taking place there: including alternating arts and craft sessions (Wednesdays 2pm-4pm), memory skills training (Tuesdays 2pm-4pm), yoga, singing clubs and Sunday lunch. On Thursdays (10am-4.30pm) and Fridays there were full-day clubs (Fridays for visually impaired older people). The organisation also ran a befriending service called "join hands". In answer to questions from the floor, Tina explained that the Friday club was by referral only. On Thursdays only the lunch had to be paid for, and Sunday lunch was £5. Blackfriars settlement was located at 1 Rushworth Street, London SE1 ORB.

10. THEME: PUBLIC HEALTH OVERVIEW

Ruth Wallis, director of public health, introduced this item saying that since April 2013, public health had been the responsibility of local authorities. This included issues like infectious disease control and long-term conditions like HIV, pulmonary diseases, mental health issues and high-blood pressure. It also included ensuring high-quality outcomes, by working with the clinical commissioning groups. The aim was to make Southwark a place where residents live well, and to tackle health inequalities.

Rosie Dalton-Lucas, health improvement partnership manager, introduced "mind apples" designed for collating activities which people felt increased their well-being. She went on to read out some of the things people had put on their "mind apples" at the meeting: connecting with others, volunteering, eating well, relaxation, and walking.

She went on to explain that the Southwark website contained several wellness apps and quizzes around healthy weight, getting active, alcohol, a “happier you” and smoking. These were available at www.southwark.gov.uk/livingwell.

Jin Lim, assistant director / consultant in public health, informed the meeting about the NHS health checks. These were conducted by invitation about every five years for all residents aged 40-75 years. They were designed to check for risks of developing heart disease, stroke, type-2 diabetes and kidney disease. They were being provided by GPs, some pharmacists and pop-up providers. More information on this can be found at: www.southwark.gov.uk/healthcheck.

For general questions about public health, please email: phadmin@southwark.gov.uk or contact 020 7525 0280.

In answer to questions from the floor, Jin explained that Southwark council had committed itself to providing free leisure service access, which would be phased in. It was important to get people active, as 40% of residents did not do the recommended amount of daily exercise. He went on to explain that the council’s public health responsibilities covered the whole of the population. The meeting heard that restricting NHS treatment to EU citizens, as had been discussed in the media, would create an impact on local health services from those not or no longer covered, as there was no alternative system. People should be able to see their GP in a reasonable time, but doctors’ surgeries were under strain as they had been given a lot more responsibilities. In terms of the health checks aimed at 40-74 year olds, these were designed to pick up previously undetected conditions. Older residents would also be receiving check-ups from GPs, but by the time they reached the age of 75, all long-term conditions should have been picked up. There was a programme of shingles vaccinations for over-75s as they were at particular risk from this disease.

The chair thanked the public health team officers for attending.

At this point Councillor Vijay Luthra left the meeting.

11. THEME: UPDATE ON KING’S COLLEGE HOSPITAL TRUST

Mike Marrinan, medical director, King’s College Hospital Trust, introduced the item by saying the community council area had three world-class hospitals in its vicinity: St Thomas’, Guy’s and King’s. While the care at King’s was high-quality, in the last 18 months referral and treatment times had worsened due to a large increase in attendance levels and admissions. A larger proportion of people were very ill and stayed in hospital for longer, which was something that could not be planned for and created capacity problems. There was a building programme at King’s including two new wards and a helipad. This would ensure that not only was the treatment very good, but also concluded in a timely fashion. The hospital trust had been thinking about which services could be moved off-site in order to create more room, as demand was steadily going up. It had been decided to move the following areas to the Princess Royal Hospital in Orpington: elective care, orthopaedic unity and elective gynaecological surgeries. Non-complex cataract surgery had been moved to a new unit in Sidcup.

Responding to questions from the councillors and from the floor, Mike said that there was a business and social case to be made for the provision of transport to the Orpington site

for visiting family members. He explained that the trust was hiring new staff at present for the projected 220-230 new beds on the Denmark Hill site over the next three years. No staff would be forced to move to the new sites. Money was tight at present, and the trust had increased its productivity, but this could not be done indefinitely without more resources being made available. The trust held meetings that were open to the public, which residents may want to attend.

The chair thanked Mike Marrinan for attending, and said that this would be a topic the community council would come back to.

12. PETITIONS AND DEPUTATIONS

There were none.

13. PUBLIC QUESTION TIME

The following public questions were asked at the meeting:

1. Is the community council supportive of efforts to use the closed fire station as a educational/fire prevention project and to list it as a community asset?

The chair said he would be writing to the London Assembly Members who had campaigned on this matter, and invite them to a future meeting.

2. Why are some people on incapacity benefit asked to contribute to their council tax?

The meeting heard that an exception to this regulation was made by the government for older people only, and that the council had set up a hardship fund for disabled people. The council's "Rightfully yours" team would be able to advise on benefits and related issues. They can be contacted on 020 7525 7434 or at rightfullyyours@southwark.gov.uk.

3. With much construction being done around the borough, the demand for car parking is increasing. New car parking should be put in place, and some of the double and single yellow lines changed.
4. Why does the community council not provide BSL-interpreters at meetings? Deaf residents should be invited.
5. Could pedestrian and some traffic lights be turned off during the late hours, so reducing pollution?
6. Is the clerk or any of the members aware of the answer to the question recorded in the penultimate paragraph of the minute of item 7, meeting of 2 April 2014?

The following questions were submitted in writing:

7. "The sign at the junction of Heygate / Walworth Road gives information that this is the end of 20mph. Not so. The one at the Elephant Bridge gives the info that Walworth

Road is the end of the 20mph zone.”

8. “Regarding Southwark council’s support for patient participation in health services:
 - a. What funding is given to Southwark Healthwatch?
 - b. Does the council have oversight of funding given to GP patient participation groups?
 - c. Would the council like to see the Healthwatch representative on CCG (Clinical Commissioning Group) elected by Southwark patients/citizens?”
9. “Is the council aware that incidences of mental ill health are increasing and therefore cuts to the third sector (charities) where loopholes, or falling though the gaps, is detrimental to Southwark and so investment should be made?”
10. “Why is it taking years to remove the ‘Whiskey Shop’ sign form the western entrance to Clink Street. It was supposed to be moved before the 2012 Olympics. Can the relevant officer take responsibility for dealing with it?”
11. “Money given by government for PPG (Patient Participation Groups). Southwark was given some of this money, what is happening to it and which GP surgeries has it gone to?”
12. “Rubbish bins on Walworth Road that are not serviced by the council. Always full and smelly can something be done about this?”

The chair said that responses to public questions, which had not been answered during the meeting, would be provided at a future meeting.

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Councillor Dan Garfield explained that the next meeting of council assembly would be the Leader’s question time, at which no formal questions would be taken.

Following a discussion, the community council considered whether to submit a question to the next possible council assembly meeting.

RESOLVED:

That the following question be submitted to the next possible council assembly meeting :

“Are the changes to local NHS services, increased waiting times and access to treatment impacting on the council services, and what is that impact?”

15. LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

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

- Congreve Street – install double yellow lines to prevent obstructive parking adjacent to parking bays over night and at weekends along its entire length.
- Borough Road – extend existing bus stand to accommodate buses from route 136 outside Nos. 49 to 60.

16. MINT STREET AND QUILP STREET AMENDMENTS TO PARKING ARRANGEMENTS

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

1. That the extension of double yellow lines from Mint Street Park to the junction of Caleb Street and the extension of the single yellow line along Southwark Bridge Road across the junction with Quilp Street be agreed.
2. That the community council notes the removal of one existing permit parking bay from Weller Street.

Meeting ended at 9.20 pm

CHAIR:

DATED:



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 Borough, Bankside and Walworth Community Council meetings

Question	Response
<p>“Is the clerk or any of the members aware of the answer to the question recorded in the penultimate paragraph of the minute of item 7, meeting of 2 April 2014?”</p> <p>(“Catherine said she would take away a question regarding leaseholders from the Heygate potentially being offered places in the new Aylesbury development.”)</p>	<p>The Heygate and Aylesbury estates redevelopment are treated as stand-alone projects. Former Heygate leaseholders will not be offered places on the regenerated Aylesbury estate. Heygate leaseholders were made offers in the Strata development.</p>
<p>“Is the council aware that incidence of mental ill health are increasing and therefore cuts to the third sector (charities) where loopholes or falling though the gaps is detrimental to Southwark and so investment should be made?”</p>	<p>It is the case that mental and emotional distress is more common where people have money and/or housing worries, or experience big life events like losing their job. Sometimes this leads to more severe or long-term mental health problems along with other issues such as alcohol problems. It is also known that people with established mental health problems are more likely to be out of work, unemployed long-term and to have low income, to live in less good quality housing and be socially isolated. Society tends to discriminate against people with mental health problems which makes things worse for them.</p> <p>In a recession where there are also policies of austerity, officers may therefore expect an increase in mental distress and that people with mental health problems who are already disadvantaged to potentially become even worse off. This could include being found fit for work when they are not and losing benefits. However, even if they are fit for work, employers are much less likely to employ someone with a history of mental health problems. So, where there are job shortages someone with a mental health problem is likely to be more disadvantaged than other unemployed people.</p> <p>In any local situation, such as Southwark, it is more</p>

	<p>difficult to document exactly what is going on. Officers do not know precisely how many people have mental health problems (people's consultations with their GP are confidential for instance, although research shows that about a third of GP consultations do have a mental health component to them), so officers estimate the expected numbers from research studies (possibly about 48,000 people in Southwark at any one time). This does not help us estimate whether the numbers are going up or down at different times.</p> <p>Officers can only suspect that this is likely because of the economic situation and do the best they can to support people. The sorts of things that are useful are providing good advice on employment and preparing for work; advice on money and debt; providing access to low interest small loans (not payday loans); ensuring people with mental distress are identified promptly by their GP or talking therapy or other services, and given the right care. The role of the voluntary and community sector is indeed vital at all times and especially in a recession.</p> <p>As individuals we can all help, too, to look after our minds and the mental health of others by making sure we are informed about mental health and using the five ways to wellbeing http://www.nhs.uk/Conditions/stress-anxiety-depression/Pages/improve-mental-wellbeing.aspx.</p>
<p>"Regarding Southwark council's support for patient participation in health services:</p> <ol style="list-style-type: none"> What funding is given to Southwark Healthwatch? Does the council have oversight of funding given to GP patient participation groups (PPGs)? Would the council like to see the Healthwatch representative on CCG (Clinical Commissioning Groups) elected by Southwark patients/citizens?" 	<ol style="list-style-type: none"> The funding given to Southwark Healthwatch is £120,000. Please see response about PPGs below. Healthwatch Southwark representatives are currently not elected to the CCG Governing Body and to CCG Committees. Southwark Council recognises that Healthwatch Southwark is an independent body and operates a rep system whereby a process is in place to recruit, train, induct and support representatives from the general public to take up these roles. This is a very structured process and aims to recruit the right representative, who are able to productively feed into meetings by bringing a broad perspective to their role. The council monitors the process by which Healthwatch recruits and supports representatives from the general public and does not rule out an election process in the future.

<p>“Money given by government for PPG groups. Southwark was given some of this money, what is happening to it and which GP surgeries has it gone to?”</p>	<p>Southwark Council does not receive funding from the government for patient participation groups and does not hold information relating to the use of the funding.</p> <p>NHS England contracts directly with GP practices to deliver a range of medical and related services which includes a requirement to ensure that patients and carers are involved in decisions about the range, shape and quality of services provided by their practice.</p>
<p>“Could pedestrian and some traffic lights be turned off during the late hours, so reducing pollution?”</p>	<p>Any changes to traffic signals must have prior approval from the Department for Transport. Also for safety reasons it is important to ensure that any changes to signalling provides a consistent and unambiguous message to all road users. It is therefore extremely unlikely that Department for Transport would approve of any plan to make existing traffic signals operate only part of the day, for reasons of restricting light pollution and or energy use. Therefore the council has no current plans for such arrangements.</p> <p>That said, over the years officers have taken the opportunity to reduce consumption and carbon emissions from street lights by having the following:</p> <ul style="list-style-type: none"> a) A comprehensive maintenance program b) Continuous capital investment c) Use of modern technology <p>As an example, all newly installed street lights since 2007 have been fitted with a reduced setting meaning the lights operate approximately half-an-hour less each night. This has very little impact of effect on end users but makes a significant cumulative contribution.</p>
<p>“The sign at the junction of Heygate / Walworth Road gives information that this is the end of 20 mph. Not so. The one at Elephant Bridge gives the info that Walworth Road is the end of the 20mph zone.”</p>	<p>The council has recently introduced a 20mph speed limit on all roads within the borough for which it is traffic authority. As a result of introducing this borough-wide speed limit, speed limit signs are currently being checked and amended to bring them in line with the new arrangements. Any changes required to the mentioned signs will be made as part of these works, scheduled for completion in October 2014.</p>

<p>“Why is it taking years to remove the ‘Whiskey Shop’ sign from the western entrance to Clink Street. It was supposed to be moved before the 2012-Olympics. Can the relevant officer take responsibility for dealing with it?”</p>	<p>Officers will contact the owners and request that a retrospective planning application be submitted. If this is not done so within the required timeframe, the council will require the removal of the sign.</p>
<p>“Is the pilot street triage impacting on the morale of police officers in a positive or negative way?”</p>	<p>Answered at the meeting – please see minutes (page 4).</p>
<p>“Rubbish bins on Walworth Road that are not serviced by the council. Always full and smelly can something be done about this.”</p>	<p>A more precise location of these bins is needed. Please contact the council’s call centre on 020 7525 2000 or the 24hr-number for urgent enquiries 020 7525 5777, to report issues such as these. Calls of this nature are in the first instance forwarded on to the waste management team.</p>
<p>With much construction being done around the borough, the demand for car parking is increasing. New car parking should be put in place, and some of the double and single yellow lines changed.</p>	<p>The council has parking standards for new developments in Southwark. It is primarily based on the quality of access to public transport, whether there is an existing controlled parking zone and if the site is with the central area zone. The policy sets a maximum level of parking allowed within these different areas with a maximum of 0.4 spaces per dwelling in areas of high public transport accessibility and up to a maximum of two spaces in more suburban zones with low access; in all cases the parking must be provided on-site and not using spaces on the public highway. In addition, Southwark mandate that residents of all new developments with high levels of public transport accessibility and in a controlled parking zone will not be entitled to a residents’ parking permit. It is through these policies that the council seeks to reduce the number of cars associated with new developments and prevent new developments causing a detrimental impact to the existing on-street parking provision.</p>
<p>“Why does the community council not provide BSL-interpreters at meetings? Deaf residents should be invited.”</p>	<p>Community councils development officers have targeted the deaf community and individuals in the past. BSL signers have been provided at the former Borough and Bankside Community Council meetings for example, when requested. However, no requests have been</p>

	received since 2012. Officers have looked into this over the summer and targeted specific groups and individuals.
--	---

CONSULTATION FEEDBACK FROM PREVIOUS MEETINGS

Busking consultation – John McHenry, Markets and Street Trading Manager
(to follow)

Item No. 14.1	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Estate Parking Scheme – Tabard Gardens	
Ward(s) or groups affected:		All wards within Borough, Bankside and Walworth Community Council	
From:		Head of Operations	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Tabard Gardens Estate Abinger House – to be included in an estate parking scheme
 - Tabard Gardens Estate Shere House – to be included in an estate parking scheme
 - Tabard Estate Selbourne House – to be included in estate parking scheme
 - Tabard Gardens Estate Becket House – to be included in estate parking scheme
 - Tabard Gardens Estate Balin House – to be included in estate parking scheme
 - Tabard Gardens Estate Brenley House – to be included in estate parking scheme
 - Tabard Gardens Estate Betsham House – to be included in estate parking scheme
 - Tabard Gardens Estate Northfleet House – to be included in estate parking scheme
 - Tabard Gardens Estate Boughton House – to be included in estate parking scheme
 - Tabard Gardens Estate Evnsford House – to be included in estate parking scheme
 - Tabard Gardens Estate Kellow House – to be included in estate parking scheme
 - Tabard Gardens Estate Pilgrimage Street – To be included in estate

parking scheme

- Elizabeth Estate – To be included in estate parking scheme

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 road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendations for fourteen local traffic and parking amendments, involving the implementation of estate parking scheme.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The area housing team was contacted by the T&RA (tenants and residents association). The T&RA represents residents of the estate that meets to discuss issues affecting residents.
7. The group identified a need for controlled parking within the estates.
8. The group explained that it was difficult for residents to park in most of the blocks during the week and weekends.
9. The residents believe the vehicles belong to residents and commuters and are parking all day.
10. The T&RA have undertaken a ballot for this part of the estate and it has been agreed that they would like to be included in the estate parking permit scheme.
11. Permit scheme is for residents only, visitor permits are allowed.
12. Enforcement period is Mon-Fri, 7am-7pm.
13. It is therefore recommended that a parking permit scheme is introduced on the estate to provide parking facility to assist residents of the estate.
14. Having a parking scheme on the estates will ensure only residents and their visitors are entitled to the parking spaces available to park.

Community impact statement

15. The recommendations are area-based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
16. The introduction of the parking scheme will benefit residents of the estate and their visitors.
17. 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.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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

- 26. No informal (public) consultation has been carried out.
- 27. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 28. 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.
- 29. 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.
- 30. 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 160 Tooley Street office.
- 31. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 32. 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
None		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Paul Langford, Head of Operations	
Report Author	Robertson Egueye, Area Manager South	
Version	Final	
Dated	2 September 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	2 September 2014	

Item No. 14.2	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		East Walworth	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendment, detailed in the appendices to this report, is approved for implementation subject to the outcome of any necessary statutory procedures:
 - Glengall Terrace – remove two parking bays that are partially on the footway, relocate the bay on the south side so that it is entirely on the carriageway and install double yellow lines in the remaining length of the street.

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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendations for one local traffic and parking amendment, involving traffic signs, waiting restrictions and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

Glengall Terrace – 1415Q2002

6. Glengall Terrace is situated between Glengall Road and Trafalgar Avenue, although only cycles may proceed through the junction with Trafalgar Avenue.
7. The street is of such a width where cars cannot park fully on the carriageway

whilst providing adequate space for another vehicle to pass between them. This restriction in width has led to a layout where two parking bays (totaling approx. 17 car spaces) are positioned partially on the footway (i.e. vehicles must park with two wheels on the footway).

8. It is noted that parking on a footway has been banned in London since 1974, except where explicitly signed (as in this case).
9. The existing road markings were installed when the CPZ was introduced in 2003, and the layout would have been selected to maximize the number of parking spaces in the street. It is likely that this layout mirrored the existing parking patterns at that time. The layout is also extremely unusual in Southwark and this street is one of only four (within a CPZ) where footway parking is permitted.
10. An issue was raised by a local resident that a lamp column was positioned within the parking bay. Not only does this pose a significant risk of damage to the column and public but it is also a poor parking layout.
11. One option that was considered was to break the parking bay on either side of the lamp column and to introduce double yellow lines. However, the council has an adopted policy¹ to remove footway parking whenever it has opportunity.
12. The reason for this policy is to allow pedestrians to move and socialise without concern about potential conflict with vehicles. The council's highway standard requires footways, in streets such as these, to be at least 1.8m in width.
13. A site assessment identified that the effective width of the footway (with parked cars) is 1.2 metres. Such a width would make access difficult for wheelchair users or people with a pushchair. Removing the parking bays would increase the width to 1.9 metres.
14. An informal consultation was carried out between 8 August and 10 September 2014. This involved delivery of a letter and proposal plan (Appendix 1) to the 12 directly affected properties.
15. We received two responses to the consultation, one was in support of the proposals and was against. The comments made are summarised as:

Against

- Loss of parking - not enough parking
- Parked cars are on the edge of footway and there's enough space for pedestrians to get by

For

- Okay with proposal – wanted double yellow lines to go into Glengall Road
- Wants footway kept clear for pedestrians

16. Officers have assessed the parking occupancy level and do not agree that there is insufficient parking space. There is substantial capacity² (as a ratio of permits issued to permit spaces) in the wider Trafalgar (T) parking zone. More specifically, the occupancy in Glengall Terrace was substantially reduced in June 2014 when the parking signs were replaced. The previous signage had led to a situation where free parking might be claimed (due to the absence of a pay and

¹ [DS.208 Effective footway widths for pedestrians](#)

² 60% occupancy, 2012/13

display machine). Appendix 2 provides before and after photographs to illustrate this change in parking demand.

17. In view of the above and the council's existing policy it is recommended that the parking layout is changed to reflect the proposed design detailed in Appendix 3.

Policy implications

18. 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

19. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
20. 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.
21. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
22. 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.
23. 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.
24. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

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

27. 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.
28. 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.
29. 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.
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.
31. 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

32. Informal public consultation has been completed and is described within the key issues section of the report.
33. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations³ which include statutory consultation and the consideration of any arising objections.
34. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the regulations which are supplemented by the council's own processes. This process is summarised as:
 - publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website⁴ or by appointment at 160 Tooley Street, SE1

³ <http://www.legislation.gov.uk/uksi/1996/2489/contents/made>

⁴ <http://www.southwark.gov.uk/trafficorders>

- a 21 day consultation period during which time any person may comment upon or object to the proposed order
35. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
36. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

37. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
- Traffic orders (statutory consultation) – October to November 2014
 - Implementation – December 2014 to January 2015

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, Tel: 020 7525 2021

APPENDICES

No.	Title
Appendix 1	Glengall Terrace – footway parking consultation document
Appendix 2	Glengall Terrace – before / after photographs
Appendix 3	Glengall Terrace – footway parking proposal plan

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Tim Walker, Senior Engineer	
Version	Final	
Dated	17 September 2014	
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	17 September 2014	



Dear Resident

Parking Design
Direct Line - 020 7525 2021
Our ref – 1415Q2_002

08 August 2014

Dear resident,

Re: Glengall Terrace - proposed amendment to parking layouts

The council is considering making changes to the parking layout in Glengall Terrace but before any decision is taken we are asking for your views on our initial proposals.

What is proposed?

To improve the pedestrian environment, we are considering removing the two existing, partial footway parking bays and relocating the bay that is in front of the terrace onto the road, so that vehicles park wholly on the carriageway.

This will enable pedestrians to make use of the full width of the footway without having to negotiate passed parked cars.

Enclosed with this letter is a plan of our proposals which is summarised as follows:

1. Move the southern parking bay (in front of the terrace) off the footway so that the new bay is positioned fully on the road
2. Entirely remove the northern parking bay (on the flank of No. 38 Glengall Road) and replace with double yellow lines
3. Replace existing single yellow lines with double yellow lines to prevent parking in the "turning-head" (at the closed end of the street) and at the junction with Glengall Road.

Why is this change proposed?

Pavement parking creates an obstacle for pedestrians, making it especially difficult for parents with pushchairs, wheelchair users and people with limited mobility to use the pavement safely.

In a written statement to Parliament¹, the Guide Dogs explained that "*Blind and partially sighted people are particularly affected as they may not be able to detect and avoid a parked car. Alternatively they may be forced into the road, particularly dangerous if they*

¹ <http://www.publications.parliament.uk/pa/cm201314/cmselect/cmtran/writev/parking/m32.htm>

Public Realm – Environment and Leisure Department. PO Box 64529, London SE1 5LX
Switchboard – 020 7525 2000 Website – www.southwark.gov.uk
Strategic Director – Deborah Collins
Chief Executive – Eleanor Kelly

are unable to perceive oncoming traffic or the return to the kerb is obstructed by a line of cars". For similar reasons, the Royal National Institute for the Blind recommends that Local Authorities ban footway parking entirely.

Southwark Council has adopted a policy² not to install any new footway parking bays and to remove the few locations that currently exist.

We understand that some residents may be concerned about the loss of parking spaces in the street and whilst we believe that providing a better pedestrian environment is more important than parking facilities, we also believe that there is sufficient capacity in Glengall Terrace to accommodate existing permit holders.

You may also be aware that the parking signs have recently been changed to ensure that the zone is fully enforceable. Our observations indicate that this has resulted in fewer cars wanting to park in Glengall Terrace. We think this change will have made our proposals even more acceptable.

How to give your views on the proposals

We would like to hear your comments by 10 September 2014.

You can tell me your views by email on michael.herd@southwark.gov.uk or you can phone me on 020 7525 2131 or write to me at:

FREEPOST RSDT-BHXX-SCAJ
Public Realm Projects (Parking Design)
Floor 3, Hub 1
Southwark Council
Public Realm Division
PO BOX 64529
London
SE1P 5LX


How will a decision be taken?

A report making recommendations of how to proceed, including any feedback you give will be presented to Borough, Bankside and Walworth Community Council on 29 September 2014.

If changes are approved, we will carry out statutory consultation (via street and press notices) during October and November 2014.

In the absence of any statutory objection we expect to implement the approved changes during December 2014 and January 2015.

Yours sincerely,



Michael Herd
Network development officer
Public realm projects (Parking design)
michael.herd@southwark.gov.uk

² http://www.southwark.gov.uk/info/200470/design_standards_register/ssdmdsr (see DS005)

After (June 2014)



Before (January 2013)



APPENDIX 2

Item No. 15.	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Traffic Management Report: Newcomen Street	
Ward(s) or groups affected:		Chaucer	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawings attached to this report, be approved for implementation subject to any necessary statutory procedures:
 - Newcomen Street - Retain 'temporary' zebra crossing as permanent facility

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 retaining the existing 'temporary' zebra crossing on Newcomen Street as a permanent facility. Crosby Row and Snowfields fall within Grange Ward and a similar report has been presented to Bermondsey and Rotherhithe Community Council for consideration of these elements which are the retention of the existing 'temporary' zebra crossing as a permanent feature, the returning of Crosby Row to two-way operation and amending the existing two-way system on Snowfields between Kipling Street and Great Maze Pond (although this system has itself been suspended for the duration of development work on the site).
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 granted planning permission (12- AP- 2062) on 31 January 2013 which allows a re-development of premises that include the erection of a 14 Storey building for a cancer treatment centre (with additional 2 storeys of roof plant) 71 meters in height and 29,000 sqm floor area with preservation insitu of a scheduled ancient monument (Roman Boat), public realm works, disabled parking, cycle parking facilities and basement link to hospital campus.

Parking matters

7. The existing restrictions including double yellow lines along Newcomen Street would be shortened by the proposal.
8. There would be no loss of parking spaces.

Traffic matters

9. The Section 106 agreement schedule 1 requires the provision of pedestrian crossing facilities (zebra crossing).

Policy implications

10. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 6.1 – Make our streets more accessible to pedestrians.

Policy 7.1 – Maintain and improve the existing road network making the best use of it through careful management and considered improvements.

Community impact statement

11. The policies within the transport plan upheld within this report have been subject to an equality analysis.
12. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
13. The recommendations are not considered to have a disproportionate effect on any community or group.

Resource implications

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

Legal implications

15. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
16. 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.

17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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

23. No informal (public) consultation has been carried out.
24. 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.
25. 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.
26. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
27. 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	George Hutchful 020 7525 5473

APPENDICES (circulated to members in Supplemental Agenda No.1)

No.	Title
Appendix 1	Decision notice
Appendix 2	Section106 agreement
Appendix 3	Proposed layout

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	George Hutchful, Engineer (Highway development)	
Version	Final	
Dated	17 September 2014	
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	17 September 2014	

Item No. 16.	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Lytham Street Permanent Closure	
Ward(s) or groups affected:		East Walworth	
From:		Head of Public Realm	

RECOMMENDATION

1. That the community council comment on the proposal to make permanent the closure of Lytham Street to motor vehicles, following a one year experimental closure.

BACKGROUND INFORMATION

2. Lytham Street experimental closure was developed as part of Liverpool Grove community street community project in 2013. The aim of the trial was to assess impact on displaced traffic, considered acceptable from a network management perspective. A location plan is provided at Appendix B.
3. Public consultation was formally launched in April 2012 with an event at St Peters Church. Public consultation continued throughout 2012. A steering group of local people was set up to help steer and deliver the project.
4. Cyclists were exempted from the experimental closure. This is in the interests of encouraging sustainable modes of transport and improving road safety in particular for school pupils.
5. The experimental closure was made live in August 2013. Comparison of traffic data for the pre / post-trial conditions does not reveal significant traffic displacements on adjacent roads during the experimental closure - see Appendix A.

KEY ISSUES FOR CONSIDERATION

6. Prior to the experimental closure, Lytham Street (3.9m carriageway width) was open to two way traffic although since the road only accommodated one-way traffic at a given time a priority system was in operation. There were safety concerns at the northern junction with Liverpool Grove, near the entrance to St Peter's school.
7. The eastern footway has an average width of 1.2m, while the western footway averages 0.7m width with street lighting columns further narrowing the effective footway width to almost zero. Pedestrians therefore end up walking in the road.
8. The idea to experimentally close Lytham Street came from Liverpool Grove steering group, parents of pupils of St Peters C.E Primary School and local parishioners. Their response to the initial consultation "Make My Street" event in

the summer 2012 demonstrated a desire to trial closure of Lytham St. Safety issues, poor sightlines and the speed of rat-running traffic were raised as some of the reasons for the closure.

9. The approval to trial closure of Lytham Street was given by the cabinet member for transport, environment, and recycling on 30 May 2013. This included a proviso that any permanent closure of Lytham Street will only be considered subject to consultation and where the impacts of displaced traffic are considered acceptable.
10. Appendix A shows details of traffic flows on adjacent roads post and pre-trial period. From this data officers conclude that:
 - There is significant reduction in traffic volume on Liverpool Grove (eastbound) and Merrow Street (eastbound). This is likely due to the experimental closure
 - There is no significant traffic displacements onto Browning Street and Portland Street
11. On the basis of the pre and post-trial traffic survey results, officers intend to make the existing temporary closure permanent, subject to the views of the community council. If the community council does not support the closure being made permanent, the final decision will be referred to the cabinet member for regeneration, planning, and transport.

Policy implications

12. 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

13. 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.
14. The scheme is part of community street project and have been developed in consultation with the local community to ensue their aspiration is met. The vision plan for this scheme was developed on principles established during workshops with local residents.
15. This scheme is intended to improve conditions for vulnerable road users, particularly cyclists and pedestrians in the vicinity of the school.

Resource implications

16. This report is for the purpose of consultation only and there is no resource implications associated with it.

17. It is however noted that this project will be funded by 2014/15 Transport for London LIP programme for cycle permeability improvements.

Consultation

18. No formal objections were received to the experimental order within 6 months of that order being made.
19. Ward members were informally consulted prior to this report being prepared. No comments were received.
20. The public is now being given the opportunity to comment on the proposal through the community council.
21. Subject to the views of the community council, no further consultation is legally required. A notice will be published to make the experimental order permanent.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Council website also Southwark Council 160 Tooley Street London SE1 2QH	Clement Agyei –Frempong Tel: 0207 525 2305
Decision making process for Lytham Street experimental closure	http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?Id=3798	

APPENDICES

No.	Title
Appendix A	Pre and post trial analysis - Lytham Street experimental closure
Appendix B	Location Plan

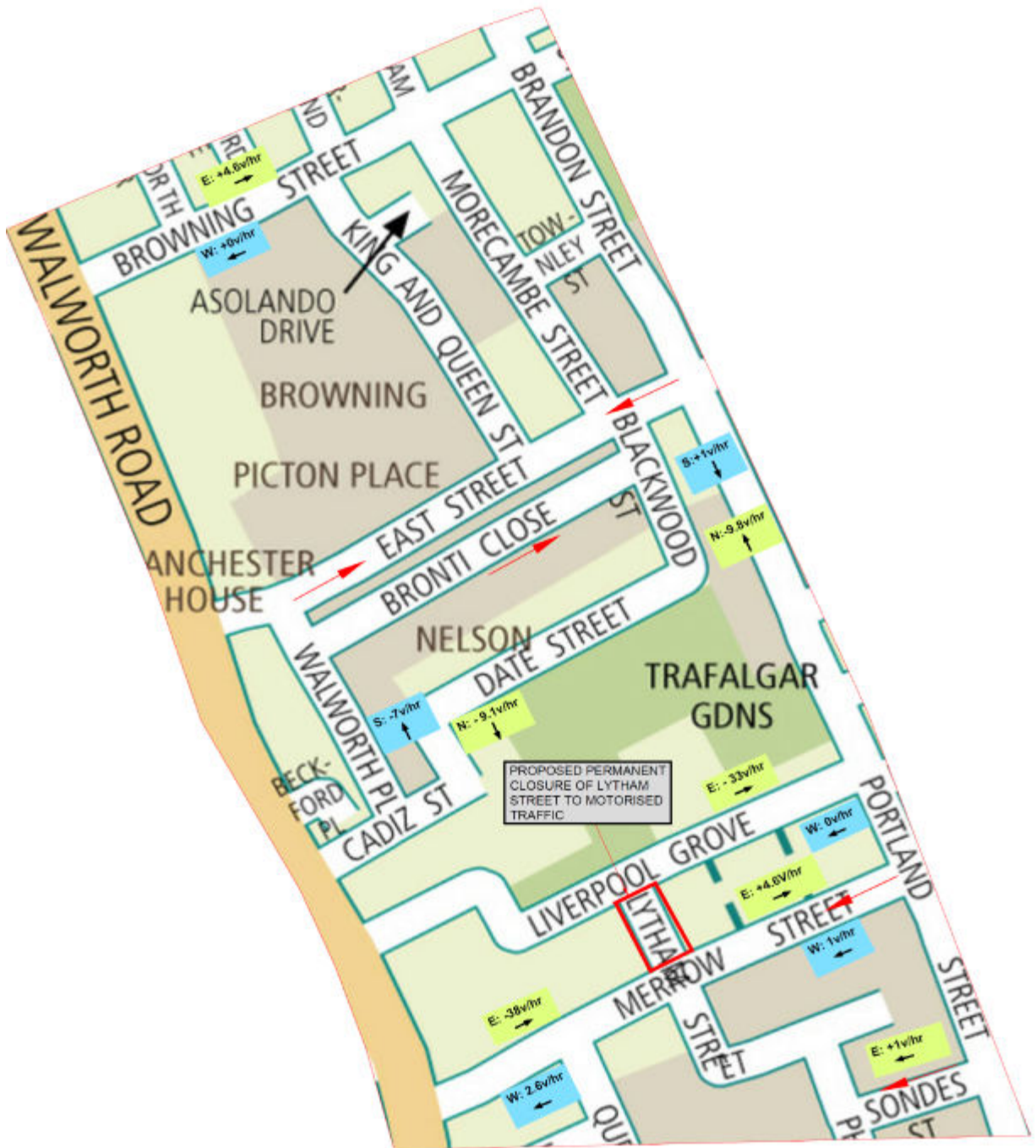
AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matt Hill, Public Realm Programme Manager	
Version	Final	
Dated	17 September 2014	
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
Date final report sent to Constitutional Team		17 September 2014

Appendix A

Location	Total number of vehicles over 24 hour period post implementation of closure -2014	Total number of vehicles over 24 hour period pre-implementation of closure – 2011/12	Differential vehicle volume over 24 hour	Differential traffic volume / hour
Browning Street (eastbound)	2931	2819	112	4.6
Browning Street (westbound)	2878	2870	8	0.3
Portland Street (northbound)	2079	2315	-236	-9.8
Portland Street (southbound)	2263	2237	-26	1.0
Liverpool Grove (eastbound)	279	1079	-800	-33.3
Liverpool Grove (westbound)	252	251	1	0
Merrow Street (eastbound)	277	1194	-917	-38.2
Merrow Street (westbound)	1395	1332	63	2.6
Merrow Street-one way section (westbound)	1164	1138	26	1
Sondes Street	305	482	-177	-7.3
Date Street (northbound)	176	395	-219	-9.1
Date Street (southbound)	122	291	-169	-7.0

APPENDIX B



Item No. 17.	Classification: Open	Date: 29 September 2014	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Quietway Cycling Proposals	
Ward(s) or groups affected:		Chaucer and Cathedrals	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council comment upon the following recommendations that are due to be made to the cabinet member for regeneration, planning, and transport regarding the quietway cycling proposals for sites H to M :

Site	Recommendation
Site H – Rothsay Street	<p>i) Section A (Eastern Section of Rothsay Street between Alice Street and Tower Bridge Road)</p> <ul style="list-style-type: none"> • Although 57.5% of respondents objected to the proposals, in light of there being minimal traffic flow on Rothsay Street in peak periods that will have a negligible impact on Alice Street and Green Walk, and the very short nature of the proposed diversion, and the Council’s desire to see a ‘step-change’ in levels of provision for cycling particularly on key routes such as this, it is recommended that this element of the scheme is progressed to implementation. <p>ii) Section B (Western Section of Rothsay Street and Law Street / Weston Street / Wilds Rents Junction)</p> <ul style="list-style-type: none"> • It is recommended that the proposals consulted upon for Section B are progressed to implementation.
Site I – Tabard Street	<p>Due to the majority of respondents supporting the scheme and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation.</p>

<p style="text-align: center;">Site J – Globe Street and Trinity Street</p>	<p>i) Globe Street (Between Trinity Street and Great Dover Street)</p> <ul style="list-style-type: none"> • Due to the majority of respondents supporting the scheme proposals for Globe Street and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation. <p>ii) Trinity Street (Existing carriageway barrier to west of Globe Street)</p> <ul style="list-style-type: none"> • Due to the comments received from key cycling group stakeholders regarding accessibility and potential obstruction of disabled cyclists, it is proposed that the barrier either side of the carriageway gates on Trinity Street are removed and replaced with bollards. This will be done experimentally and monitored using ANPR cameras over period of 6 months.
<p style="text-align: center;">Site K – Borough High Street junction and Great Suffolk Street</p>	<p>Due to the majority of respondents supporting the scheme and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation.</p>
<p style="text-align: center;">Site L – Great Suffolk Street / Southwark Bridge Road junction</p>	<p>Due to the majority of respondents supporting the scheme and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation.</p>
<p style="text-align: center;">Site M – Webber Street and Blackfriars Road junction</p>	<p>Due to the majority of respondents supporting the scheme and Southwark’s on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed to implementation</p>

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Further information on the consultation process, results and recommendations for each site can be referenced using the following table:

	Report Reference	Report Title
Site H	Appendix 1	Site H Consultation Report
Site I	Appendix 2	Site I Consultation Report
Site J	Appendix 3	Site J Consultation Report
Site K	Appendix 4	Site K Consultation Report
Site L	Appendix 5	Site L Consultation Report
Site M	Appendix 6	Site M Consultation Report

5. The cabinet member for regeneration, planning, and transport supports the principle of the route subject to the outcome of public consultation.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from 5 August 2014, with a return deadline of the 5 September, allowing 4 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until 12 September 2014.
7. The consultation results are summarised as follows:

Site	Distribution no.	Replies	Response Rate	Support	Opposed	No Opinion
H	462	72	15%	29	41	2
				40%	57%	3%
I	511	22	4%	13	7	2
				59%	32%	9%
J	302	45	15%	26	16	3
				57.50%	35.50%	7%
K	383	34	9%	20	11	3
				59%	32%	9%
L	343	38	11%	27	11	0
				71%	29%	0%
M	866	52	6%	42	10	0
				81%	19%	0%

8. The below table summarises the key objections to the scheme and officer response for each site :

Site H	Objection	Response
	The proposals will be detrimental for anyone trying to drive out of Rothsay Street, as Green Walk and Alice Street are very narrow and difficult to traverse.	Whilst Green Walk and Alice Street are narrow adjacent to existing parking bays, there are sections of carriageway that have been designed as waiting areas to allow for oncoming traffic to pass a vehicle travelling in the opposite direction.

<p>The cycle route will create a lot of noise for residents and is a waste of tax payers money.</p>	<p>Cycling does not result in an increase in ambient noise levels or levels of pollution. The council welcomes significant investment from Transport for London to take forward the Quietway programme.</p>
<p>It is already dangerous turning out of Rothsay Street into Tower Bridge Road and it is even more dangerous turning out of Green Walk.</p>	<p>There are adequate sightlines for vehicles exiting Green Walk into Tower Bridge Road. The operation of a pelican crossing facility at the roundabout also provides gaps in northbound traffic on Tower Bridge Road so vehicles can safely exit Green Walk.</p>
<p>The proposals will increase traffic past residential properties in Alice Street and Green Walk, which will be detrimental safety and environmental impact on residents.</p>	<p>Traffic counts in peak periods undertaken by Transport for London show that the traffic turning out of Rothsay Street is minimal. Therefore the additional eastbound traffic that will traverse down Alice Street and Green walk will be minimal and there is no direct impact on the safety of pedestrians or amenity of local residents.</p>
<p>Alice Street regularly becomes impassable due to delivery vehicles at the gates to the Jam Factory.</p>	<p>Double yellow line parking prohibitions at the junction of Green Walk and Alice Street should prevent discriminately parked vehicles. It is illegal to parking across a pedestrian dropped kerbs on the southern kerbline of Green Walk. Targeted enforcement of the parking prohibitions at this location will have to take place.</p>
<p>Emergency services will be affected as there will be no room for them in the first part of Rothsay Street.</p>	<p>Rothsay Street is proposed to be one-way westbound from Tower Bridge Road to Alice Street and therefore access for emergency vehicles into Rothsay Street to access the Jam Factory or the Meakin Estate is not compromised.</p>
<p>Traffic on Tower Bridge Road will become even more impeded and congested.</p>	<p>Signalising the junction will significantly reduce the existing conflict issues experienced at this junction. The signals are to be coordinated with other junctions to provide the most efficient operation to benefit all road users.</p>

Site I	Objection	Response
	Too much investment in a cycle route that does not lead anywhere.	Measures along the Quietway route align with the council's emerging cycling strategy and the Mayor's Vision for Cycling. The route provides a direct path across the borough from South Bermondsey Station to commuter destinations in the west, including Waterloo.
	Why the parking on the north side needs to change?	Parking has been removed / relocated to allow for an eastbound contra-flow cycle lane to be installed.
	Making the northern section of Pilgrimage Street no entry from Tabard Street.	There is no proposal to implement a northbound no entry prohibition for vehicles on Pilgrimage Street at its junction with Tabard Street.
	Segregated cycle lanes are not needed on a Quietway Route, the solution is over engineered and will reduce future capacity for cycling the route in the future.	existing road layout of Tabard Street between Pilgrimage Street and Becket Street is considered poor for cyclists. Proving segregation will improve cycling safety and ensure that the cycle lane will be free from obstruction at all times.
	Tabard Street and Law Street still remain rat runs for non-local traffic. Both roads should be 'access only' and blocked off to through traffic.	Law Street and Tabard Street carry low volumes of traffic compared to neighbouring roads and is therefore are the most appropriate route for the Quietway. Due to the controversial nature of preventing through traffic and the potential access changes to residential and commercial properties, a separate consultation specifically on this proposal would be required.
	The introduction of additional parking bays on the south side of Tabard Street will force cyclists to ride in the 'door zone'.	As traffic volumes on Tabard Street are low, the risk to cyclists traversing the eastern carriageway with parking bays enter side is minimal. Cyclists will be able to take the centre line of the carriageway away from the 'door zone'.

Site J	Objection	Response
	The proposals are a waste of money, will not improve the area and will only benefit a few.	The council welcomes significant investment from Transport for London to take forward the Quietway programme. The proposals in Globe Street will provide a significant improvement to the streetscape, with specific benefits to cyclists and pedestrians
	The proposed development is unnecessary and overcomplicated.	Globe Street is poor compared with the streetscape in adjacent areas. As there is no traffic traversing this section of Globe Street, there is an excellent opportunity as part of the Quietway initiatives to upgrade the streetscape into a high quality public space that can be enjoyed by all road users.
	More cyclists will use the footway to avoid the carriageway barrier endangering pedestrians and children.	Modifications to the existing barrier will potentially alleviate this issue by making it easier for cyclists to traverse through without conflict.
	The proposal to widen the barrier on Trinity Street will result in modes and motorcycles using the barrier as a rat run.	The existing layout of the barrier presents an accessibility issue to the Quietway route. The existing gap is not appropriate to accommodate considerable volumes of cyclists or disabled cyclists. No evidence to suggest the street will become a rat run for motorcyclists.
	The retention of the existing barrier is a major floor in the scheme. It is extremely awkward to negotiate, even on a normal bike let alone a mobility bike.	Widening the barrier width adjacent to the gate will assist the passage of cyclists, making it easier to manoeuvre through this infrastructure without conflict
	The proposals actually make condition worse for cyclists by introducing more give way points on Globe Street.	Changing the priorities at the junction of Trinity Street and Globe Street will have little benefit due to low traffic volumes and speed. Other priorities will be reviewed in Globe Street as part of detailed design process.

Site K	Objection	Response
	Changes to Great Suffolk Street over the last few years have adversely affected the parade of shops and that this could make things worse.	The proposed measures will not have any adverse impact on local businesses or trade. There is no parking removal proposed adjacent to the shopping parade or traffic prohibition measures that will adversely affect access to Great Suffolk Street.
	Taking away resident parking bays.	There is no net loss of parking associated with the scheme.
	Cyclists have scant regard for pedestrians and complete contempt for pavement users/	cyclists will be confined to the carriageway along Great Suffolk Street so there is minimal chance of conflict with pedestrians.
	Great Suffolk Street is a busy rat run. Either providing full segregation or removal of motor traffic through modal filtering.	Segregation of cycle lanes is not suitable on Quietway routes and not appropriate for Great Suffolk Street. The traffic volumes using Great Suffolk Street is low compared to other roads in the area.
	There are no changes to Great Suffolk Street that will benefit cyclists.	Numerous benefits for cyclists which include. Traffic speed reduction, in-setting the parking bays by building out the footway will remove potential conflict and resurfacing the carriageway will improve the ride quality for cyclists.
	Semi-segregated cycle lanes are useless and motorists will park in them.	Installing armadillo lane delineators will make the cycle lane more prominent and should prevent encroachment of motor vehicles. Installing kerbside waiting prohibitions will also assist with enforcement and vehicle encroachment.
Site L	Objection	Response
	Proposals will not prevent cyclists taking a shortcut over the pavement to access Webber Street.	The proposed measures will significantly reduce the risk of cyclists continuing to traverse across the signalised pedestrian crossing and public square and should give cyclists more confidence when crossing the junction.

<p>Parking loss is unacceptable as is the introduction of double yellow lines.</p>	<p>There is no parking loss associated with these proposals and all existing short stay and permit holder bays in Great Suffolk Street are to be retained. Double yellow lines only proposed directly at junction.</p>
<p>It will be impossible for vehicles to pick up and drop off on the kerb outside no. 118 Southwark Bridge Road.</p>	<p>There is an existing single yellow line retained for the majority of the frontage adjacent to no. 118 Southwark Bridge Road allowing for loading activity to service this building.</p>
<p>There are enough measures already for cyclists and they make crossing the road hazardous.</p>	<p>the majority of collisions involving cycles take place at signaled junctions. Therefore it essential that safety improvements and new technology is introduced to not only reduce the number and severity of accidents, but encourage more people to cycle as a primary mode of transport. There is no evidence to suggest that cyclists pose a safety risk for pedestrians crossing the carriageway.</p>
<p>Work is a waste of time and money and the reality is that London is not designed for cycling.</p>	<p>The measures proposed align with the council's emerging cycling strategy and the Mayor's Vision for Cycling. Cycling numbers increasing and there is a requirement to make road safer for this mode of transport.</p>
<p>Cyclists currently bypass the traffic lights by using the pavement and pedestrian crossing resulting in collisions.</p>	<p>. The proposed cycle access and priority improvements will significantly reduce existing conflict risk at the junction between cyclists and other road users.</p>
<p>Great Suffolk Street and Webber Street are too busy to be a Quietway route. Either provide full segregation or prevent through traffic with modal filtering.</p>	<p>Webber Street and Great Suffolk Street carry low volumes of traffic compared to neighbouring roads and is therefore are the most appropriate route for the Quietway. Due to the controversial nature of preventing through traffic and the potential access changes to residential and commercial properties, a separate consultation specifically on this proposal would be required.</p>

Site M	Objection	Response
	The proposals are making the road narrower. Keep the road width as it is.	The proposed footway buildouts are the same width as existing parking bays and therefore the proposals do not result in narrowing adjacent running lane widths.
	The council is pandering to cyclists. They should not be given special treatment at our cost.	Cycling numbers are increasing year on year and it is essential to ensure that appropriate safety and accessibility measures are implemented on public highway to cater for this growing, sustainable mode of transport.
	Majority of the works are unnecessary and that there are more important things the council should be spending money on.	The project is being externally funded by the Mayor of London and not the council. The council is unable to spend the funding on any other measures
	No problem with the Blackfriars Road junction and do not favour losing residential parking spaces.	The greatest risk to cyclists using this junction is potential conflict from motor vehicles turning left across the path of cyclists traversing straight ahead. There is no net loss of resident parking bays in Webber Street as a result of these proposals.
	Cyclists ignore red lights and crossing the Blackfriars Road junction as a pedestrian is like dicing with death. Semi-segregated cycle lane will cause a lot of problems.	There is no evidence to suggest that cyclists pose a safety risk for pedestrians crossing the carriageway at this location. The cycle lanes are an essential measure that will provide cyclists unobstructed access to the advanced cycle waiting areas past queuing traffic.
	Too much traffic uses Webber Street for a Quietway route and the measures should go further by closing the street to through traffic.	Traffic volumes using Webber Street is low compared to other roads in the area. Due to the controversial nature of preventing through traffic a separate consultation specifically on this proposal would be required.

More detailed information on objections and responses can be viewed in section 2.3 of the attached consultation reports (appendices 1-6).

Full details of the consultation strategy, results, conclusions and recommendations can be found in the appendices to these report.

Recommendations to the cabinet member for regeneration, planning, and transport

9. On the basis of the results of the public consultation the Cabinet Member is recommended to approve the implementation of the Quietway Cycling Sites H to M proposals (subject to formal statutory consultation).

Policy implications

10. 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. The proposals are in line with the Mayor of London's Vision for Cycling.

Community impact statement

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

Resource implications

1. This report is for the purposes of consultation only and there are no resource implications associated with it.
2. It is however noted that this project is funded by Transport for London in the 2014/2015 financial year with an allocated budget of £4.6mill. (£2.6m for the central grid section – Sites H to M and £2mill for the external section of the route – Sites A to G).

Consultation

3. Ward members were consulted prior to commencement of the consultation.
4. Informal public consultation was carried out in August / September 2014, as detailed above.
5. This report provides an opportunity for final comment to be made by the Community Council prior to a key decision scheduled to be taken by the Cabinet member for regeneration, planning, and transport in November 2014.
6. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

BACKGROUND DOCUMENTS

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

APPENDICES (circulated to members in Supplemental Agenda No.1)

No.	Title
Appendix 1	Quietway Cycling Proposals Site H – Consultation Report
Appendix 2	Quietway Cycling Proposals Site I – Consultation Report
Appendix 3	Quietway Cycling Proposals Site J – Consultation Report
Appendix 4	Quietway Cycling Proposals Site K – Consultation Report
Appendix 5	Quietway Cycling Proposals Site L – Consultation Report
Appendix 6	Quietway Cycling Proposals Site M – Consultation Report

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Chris Mascord, Principal Consultant	
Version	Final	
Dated	15 September 2014	
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	17 September 2014	

This page is intentionally blank

**BOROUGH, BANKSIDE AND WALWORTH COMMUNITY COUNCIL AGENDA DISTRIBUTION
LIST (OPEN)
MUNICIPAL YEAR 2014-2015**

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 Claire Maugham (Vice-Chair)	1		
Councillor Maisie Anderson	1	Elizabeth Olive, Audit Commission	1
Councillor Neil Coyle	1		
Councillor Karl Eastham	1		
Councillor Paul Fleming	1	Total:	99
Councillor Dan Garfield	1	Dated: 5 June 2014	
Councillor Eleanor Kerslake	1		
Councillor Lorraine Lauder MBE	1		
Councillor Maria Linforth-Hall	1		
Councillor Rebecca Lury	1		
Councillor Vijay Luthra	1		
Councillor Darren Merrill	1		
Councillor Adele Morris	1		
Councillor David Noakes	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.	78		
Pauline Bonner, CCDO, 2 nd Floor Hub 4, 160 Tooley St	1		
Trevor Swaby, Youth Development worker, Brandon Youth & Community Centre, 19 Maddock Way, SE17	1		