

# Bermondsey and Rotherhithe Community Council

Saturday 29 November 2014

1.00 pm

St James Church, Thurland Rd, London, SE16 4AA

Theme: Health and Wellbeing (financial and physical)  
Stalls from 12 Midday – see list of stalls under item 10

## Membership

Councillor Bill Williams (Chair)  
Councillor Evelyn Akoto (Vice-Chair)  
Councillor Stephanie Cryan  
Councillor Catherine Dale  
Councillor Lucas Green  
Councillor Ben Johnson  
Councillor Sunny Lambe  
Councillor Hamish McCallum  
Councillor Damian O'Brien

Councillor James Okosun  
Councillor Leo Pollak  
Councillor Anood Al-Samerai  
Councillor David Hubber  
Councillor Richard Livingstone  
Councillor Eliza Mann  
Councillor Lisa Rajan  
Councillor Michael Situ  
Councillor Kath Whittam

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 21 November 2014



## Order of Business

- | Item No. | Title                    |
|----------|--------------------------|
| 1.       | INTRODUCTION AND WELCOME |
| 2.       | APOLOGIES                |

Item No.	Title	Time
3.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES</b> (Pages 1 - 12)	
	To confirm as a correct record the minutes of the meeting held on 17 September 2014.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
7.	<b>COMMUNITY SLOT</b>	1.05pm
	<ul style="list-style-type: none"> <li>- Youth Community Council</li> <li>- Flood Risk Strategy</li> <li>- Surrey Quays Shopping Centre and SE16 printworks</li> <li>- Any community announcements?</li> </ul>	
8.	<b>COMMUNITY SAFETY UPDATE</b>	1.15pm
	Local Police Teams to give a summary and take questions.	
9.	<b>BUDGET CONSULTATION EXERCISE</b>	1.25pm
	Councillor Richard Livingstone to present this year's budget challenge exercise for residents. The budget exercise will commence after the introduction and carry on during the break.	
	BREAK - Opportunity for residents to speak to councillors and officers	1.40pm

Item No.	Title	Time
10.	<b>HEALTH AND WELLBEING</b>	1.55pm
	<p>Councillor Stephanie Cryan to introduce the item</p> <p>Sally Causer, Southwark Citizens Advice Bureaux</p> <p>Cycling Strategy - Simon Phillips, Acting Manager, Transport Policy</p> <p>Southwark Cyclists</p> <p>Time and Talents</p> <p>Please note stalls at the venue from 12.00pm:  Age UK Lewisham and Southwark Council  Cafe Gallery projects  Churches Against Poverty – City Hope Church Drummond Street  Galleywall nature reserve  London Mutual Credit Union  Seven Islands leisure centre – Fusion  Southwark Citizen’s Advice Bureaux  Southwark Council community sports team  Southwark cyclists  Surrey Docks Farm  Time and Talents men’s shed projects</p>	
11.	<b>HIGHWAYS CAPITAL INVESTMENT 2014-15</b> (Pages 13 - 18)	2.40pm
	<p><b>Note:</b> This is an executive function.</p> <p>Councillors to consider the recommendations contained in the report.</p>	
12.	<b>PUBLIC QUESTION TIME</b> (Page 19)	2.45pm
	<p>A public question form is included at page 19.</p> <p>This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Responses may be supplied in writing following the meeting.</p>	
13.	<b>LOCAL PARKING AMENDMENTS</b>	2.55pm
	<p>Leah Coburn, Group Manager Network Development, to introduce the reports</p> <p><b>Note:</b> This is an executive function.</p> <p>Councillors to consider the recommendations contained in the report.</p>	

Item No.	Title	Time
13.1.	<b>SHOPPING PARADES ONE HOUR FREE PARKING</b> (Pages 20 - 26)	
13.2.	<b>WILLOW WALK</b> (Pages 27 - 31)	
<b>14.</b>	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	
	<b>Note:</b> This is an executive function.	
	Councillors to consider the recommendations contained in the report.	
14.1.	<b>LOCAL PARKING AMENDMENTS OBJECTION DETERMINATION</b> (Pages 32 - 41)	
14.2.	<b>ESTATE PARKING</b> (Pages 42 - 46)	
14.3.	<b>POTTERS FIELDS BAYS</b> (Pages 47 - 59)	
<b>15.</b>	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	3.00pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 21 January 2015.	
<b>16.</b>	<b>PRIZE DRAW</b>	3.05pm
	Tickets for a local theatre.	
<b>17.</b>	<b>FILM ABOUT BERMONDSEY</b>	3.10pm

Date: Friday 21 November 2014

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

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**CONTACT:** Tim Murtagh, Constitutional Officer Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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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 7187.**



## Bermondsey and Rotherhithe Community Council

MINUTES of the OPEN section of the Bermondsey and Rotherhithe Community Council held on Wednesday 17 September 2014 at 7.00 pm at Silverlock Community Hall, Warndon Street, Rotherhithe SE16 2SB

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**PRESENT:**

- Councillor Bill Williams (Chair)
- Councillor Evelyn Akoto (Vice-chair)
- Councillor Stephanie Cryan
- Councillor Catherine Dale
- Councillor Ben Johnson
- Councillor Sunny Lambe
- Councillor Hamish McCallum
- Councillor Damian O'Brien
- Councillor James Okosun
- Councillor Leo Pollak
- Councillor Anood Al-Samerai
- Councillor David Hubber
- Councillor Richard Livingstone
- Councillor Eliza Mann
- Councillor Lisa Rajan
- Councillor Michael Situ
- Councillor Kath Whittam

**OFFICER SUPPORT:**

- Jessica Leech, Community Participation Team
- Michelle Normanly, Project Manager in Public Realm
- Nikki Morris, Community Safety Officer
- Nick Wolff, Principal Strategy Officer
- Zayd Al-Jawad, Section 106 & CIL Manager
- John Daley, Private Sector Housing Licensing Manager
- Chris Mascord, Principal Consultant
- Marian Farrugia, Community Councils Development Officer
- Tim Murtagh, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

The chair welcomed residents, councillors and officers to the meeting.

## 2. APOLOGIES

Apologies for absence were received from Councillor Lucas Green; and for lateness from Councillor Anood Al-Samerai.

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

There were none.

The appendices of items 16 and 18 had been circulated as part of Supplementary Agenda No. 1.

## 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Item 16.3 Local Traffic and Parking Amendments.

Councillor Catherine Dale, non-pecuniary, as she worked at Guy's and St. Thomas' Hospital. The proposed traffic scheme was linked to the Guy's Hospital development.

## 5. MINUTES

### RESOLVED:

That the minutes of the meeting held on 21 July be agreed as a correct record of that meeting.

## 6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

## 7. COMMUNITY SLOT

### **New co-ordinator / community councils online forum**

Marian Farrugia, community council development officer, introduced herself to the meeting. Marian had recently swapped community council areas with Gill Kelly and had previously worked in the Bermondsey and Rotherhithe area. She encouraged residents to fill out the monitoring and evaluation forms that had been placed on seats. Contact [marian.farrugia@southwark.gov.uk](mailto:marian.farrugia@southwark.gov.uk) or Tel. 020 7525 1780.

A new online forum had been launched that enabled residents to discuss items from community council meetings and begin new conversations and debates. See <https://forums.southwark.gov.uk/>

The chair thanked three local young people - Abu, Sam and Nellie for all their help in arranging the publicity for tonight's meeting.

### **Youth community council**

The chair announced that he and the vice-chair, Councillor Evelyn Akoto, would be meeting soon with Farhan Ghafoor, and others involved in the local youth community council. This was to raise their involvement in future community council meetings.

### **United St. Saviour's charity**

Matthew Allgood, United St. Saviour's charity, explained that the charity did two main things. They gave grants to community organisations and ran alms houses for older Southwark pensioners. Any community group in North Southwark and Bermondsey with an idea or plan aimed at improving the lives of local residents and bringing the community together could contact the charity for assistance with the plan. Tel. 020 7089 9014, email: [Matthew.Allgood@ustsc.org.uk](mailto:Matthew.Allgood@ustsc.org.uk)

### **Bermondsey in bloom**

Councillor Eliza Mann, explained that she had previously been in charge of the Bermondsey in bloom project and it was now being managed by the Salmon Youth Centre (SYC). Young people had put up 50 posters in the area advertising the Bermondsey in bloom competition and a panel had decided the winners. Representatives of the SYC explained that the project was about recognising gardens of various types including estates gardens, window boxes and public houses. Certificates were awarded to the category prize winners.

### **2015/16 budget process**

The chair outlined the forthcoming budget process. Southwark Council was having to make savings in its budget. Over the last 4 years about £90 million of funding had been lost. In the short-term about £20 million of cuts were required, with further cuts expected after that. As in previous years, there would be consultation with residents at a series of events including community councils. Residents would have the opportunity to tell the council where they thought the savings should be made in the budget.

### **A petition for more police officers in Southwark**

Councillor Michael Situ, cabinet member for community safety, explained there was a campaign in Southwark to lobby the Mayor of London to increase police officer numbers in the borough. The replacement of the safer neighbourhoods' teams with local police teams had reduced the amount of officers dedicated to specific wards. For further details of the petition see: [www.southwark.gov.uk/policenumbers](http://www.southwark.gov.uk/policenumbers)

### **Charter of principles for new council homes**

Jessica Leech, community participation team, explained that Southwark was currently conducting a consultation exercise. It was about a charter of principles on making decisions surrounding delivery of 11,000 new council homes. This was the first stage of the process and was about setting up a framework for future working.

Contact Tel. 020 7525 5853 or [Jessica.Leech@southwark.gov.uk](mailto:Jessica.Leech@southwark.gov.uk)

### **London Bubble theatre company**

Claire Sexton from the London Bubble, explained that ahead of the May 2015 elections, the theatre was looking at the voting system. Interviews on various aspects of the process including people voting, not-voting and also candidates' perspectives were being turned into theatre. A launch event was taking place on 2 October 2014, and all were welcome to take part. Contact: [admin@londonbubble.org.uk](mailto:admin@londonbubble.org.uk) or Tel. 020 7237 4434



### **Southwark carers**

Ruth Samuel, carer's health worker, explained that Southwark Carers was an organisation that helped informal carers. Ruth helped carers in the Bermondsey and Rotherhithe area including those involved with home visits and GP surgery visits. Contact: [ruth.samuel@southwarkcarers.org.uk](mailto:ruth.samuel@southwarkcarers.org.uk) or Tel. 020 7708 4497

### **Petition on extension to Bakerloo line**

Councillor Anood Al-Samerai highlighted a local petition that residents could support that promoted the idea of the Bakerloo line coming down the Old Kent Road.

### **Bert's coffee morning for Macmillan cancer support**

The chair highlighted the forthcoming coffee morning at Silverlock TRA Hall on 26 September 2014, in aid of Macmillan cancer support. All were welcome.

## **8. COMMUNITY SAFETY UPDATE**

Sergeant Steven Brown, from the South Bermondsey local policing team, highlighted some recent local activities:

- Following a drugs seizure of crystal meths last year, two defendants were recently found guilty and sentenced to several years' imprisonment.
- A police led football initiative had taken place at Millwall FC which had received a lot of positive feedback from the community.

PC Carina Tunks, Surrey Docks police team, highlighted some recent local activities:

- There was currently a stalker / flasher carrying out offences in the Russia Dock Woodland area. Any witnesses or anyone with information were invited to come forward.
- A bike marking event would be taking place in November.
- A car driver, with a large knife in the vehicle, was recently charged with possession.
- Burglaries had recently been on the rise in Surrey Docks ward and officers were targeting that situation.

Sgt Brown summarised crime statistics in the area. Year to year figures for the north east cluster area were:

- burglary up 0.8%
- robbery down 34%
- criminal damage up 2%
- theft from person down 54%
- violence with injury up 15%
- theft of motor vehicle up 16%
- theft from motor vehicle up 5%

Overall there were 543 fewer offences than the year before, a reduction of 13%.

Residents were encouraged to always report crime as that helped the police to target issues and hotspots. Getting involved in local ward panels was another way that residents could help tackle crime in their area.

Councillor David Hubber and others paid tribute to PC Joe Panton who was moving on after more than 5 years excellent service in the area. His efforts were applauded by the community council.

#### **9. CLEANER, GREENER, SAFER CAPITAL PROGRAMME 2015/16**

Michelle Normanly, project manager in public realm, outlined the Cleaner Greener Safer (CGS) capital programme for 2015/16. CGS was a programme of funding available to local residents and community groups to propose ideas to improve their environment. People had to live in the area of the scheme and the capital programme was for permanent physical features for example: play areas, community gardens and outdoor gyms. The project ideas must make Southwark cleaner, greener or safer. In Bermondsey and Rotherhithe, 356 CGS projects had been delivered since 2003 and 50 other projects were still live. This year in the Bermondsey and Rotherhithe Community Council area, there was £492,381 available to allocate on CGS projects. The closing date for applications was 7 November 2014. Contact: [michelle.normanly@southwark.gov.uk](mailto:michelle.normanly@southwark.gov.uk) or Tel. 020 7525 0862.

#### **10. COMMUNITY CONVERSATION ON DOMESTIC ABUSE AND COMMUNITY CONVERSATION ON WOMEN'S SAFETY CHARTER**

Nikki Morris, community safety officer, explained that there were two community conversations being launched. One was around the women's safety charter and women's safety generally in the borough. This was the first step in a four-year programme to make the borough safer for women. The second was a community conversation around domestic abuse. Women experienced on average about 35 incidents of domestic abuse before reporting it to the police. One incident of domestic abuse was reported to the police every minute in the UK. On average about two women per week were killed by a current or former male partner. At least 750,000 children per year witnessed domestic abuse. Domestic abuse could also be suffered by males, siblings and parents by children, although the majority was inflicted on women and girls by their partners or ex-partners. In Southwark, as part of the programme, there would be outreach events and also online discussions. There would be community briefings at community councils and to local groups. The consultation would also involve focus groups. Everyone was encouraged to take part in the consultation. It was about understanding people's life experiences so that the services provided could be shaped over the next four years. Contact: [nicola.morris@southwark.gov.uk](mailto:nicola.morris@southwark.gov.uk) or Tel. 020 7525 3552

In response to questions, Nikki made the following points:

- Focus groups would involve victims / survivors of domestic abuse.
- Outreach sessions would be run in supermarkets, libraries and colleges.

#### **11. SMALL BUSINESSES AND REGENERATION - THEME ITEM**

##### **Local Economy Team**

Nick Wolff, principal strategy officer, explained that Southwark's economic wellbeing strategy had four priorities:

- Employment – narrowing the gap with the London employment rate
- Southwark – the place of choice to start and grow a business
- Thriving town centres and high streets
- Promoting financial well-being and independence.

The recession had led to a significant reduction in business start-ups. By 2012, start ups had recovered, but the need for business support remained significant. A £1 million business support fund was available for activities to support growing businesses facing specific barriers. Business support services were aimed at supporting small and medium-sized enterprises.

Connectivity – Small and medium enterprises could receive up to £3,000 to fund high speed broadband connection.

Business Engagement – Southwark Business Forum planned to improve links between the council and business in the borough. Strong partnerships with employers were essential for the delivery of employment ambitions of 5,000 jobs and 2,000 apprenticeships by 2018.

The High Street challenge – That was open to community and business groups and individuals with great ideas to improve town centres and high streets in Southwark.

Southwark now had four Business Improvement Districts, the most recent being in Bermondsey. Contact: [nick.wolff@southwark.gov.uk](mailto:nick.wolff@southwark.gov.uk)

In response residents made the following points:

- Signage was needed to highlight that shoppers could park in Surrey Quays shopping centre and use the shops on Lower Road.
- Better promotion of what was going on in the local area was needed, such as magazines and newsletters, not just things on the website.

The chair asked for Nick to follow up on the resident's points in particular the need for parking signage, and to produce a written response prior to the next meeting.

### **Tower Bridge Alliance**

Suhel Ahmed, from the Tower Bridge Road Alliance, explained that the alliance was formed in 2012 with help from the community restoration fund. Since that time the alliance had worked on several projects in the area, including the shop-fronts scheme, network events and a Christmas fair. The alliance worked with the council to secure parking for local shoppers and also on the high street challenge. Currently the alliance was working with local artists to enhance the appearance of local buildings and thereby draw more people to the area.

### **Business Improvement District**

Russell Dryden, from the Blue Business Association, explained that the business improvement district (BID) was about creating a group to have a voice for the area, whilst working with the council and the community. 89% of local businesses had voted in favour of becoming a BID. As part of the BID local businesses made contributions to a central fund according to their size. This fund would raise about £115,000 per year. A five-year

plan would be developed by the businesses for the improvement of the area. One idea involved a community kitchen that would train eight young people for qualifications in the catering trade.

In response to a question about the former biscuit factory being opened up to create a route to the Blue from areas to the North East, Russell said that plan was being developed and would happen. He highlighted the various creative industries taking place in that area.

#### **Albion Street Steering Group**

Pauline Adenwalla, from the Albion Street Steering Group (ASSG), explained that Albion Street formed the gateway to Rotherhithe and was a street in transition. The ASSG was formed in 2011. Funding was crucial to delivering various ideas for the area. The ASSG had successfully attracted funding for public realm and shop fascia improvements. There were plans to introduce Scandinavian design in the former community centre and the school. Ongoing challenges were the future of the old civic building, uses for the Albion pub and the Little Crown both in private ownership. The ASSG continued to work with the major local stakeholders to develop the area.

#### **Bermondsey Street Area Partnership**

Claire Birks, from Bermondsey Street Area Partnership (BSAP), explained that BSAP were a group of volunteers who lived or worked locally and wanted to improve the area for everyone. The group was set up 20 years ago and over that time there had been various new businesses set up. These included restaurants, fashion and arts premises plus a conservation area. There were still some challenges such as the narrow streets coping with high traffic volumes and attracting residents north of the railway line to walk and shop in the area. About seven years ago, the Bermondsey Street festival started which was like a village fair with over one hundred stalls and various events during the day. Last year about 20,000 people attended. A Christmas fair and arts trails (guided walks) were planned. Social events in businesses premises were held every couple of months. Contact [www.bermondseyvillage.org.uk](http://www.bermondseyvillage.org.uk)

## **12. SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL) PROJECTS**

Zayd Al-Jawad, Section 106 & CIL manager, explained that section 106 were legal agreements between the council and developers to secure mitigation from a particular type of development. Last year, following consultation with residents, a community infrastructure project list was produced. The report in the agenda listed 51 projects that were identified for future section 106 or CIL (Community Infrastructure Levy) funding. So far, 12 of the 51 had been fully funded and 8 new projects were proposed. The project list was open throughout the year for new projects or ideas to be added or considered for future funding.

In response to questions, Zayd said that any community facility open to all, with identified physical improvements needed, could be added to the list.

## **13. HOUSING LICENSING SCHEME**

John Daley, private sector housing licensing manager, explained that there was an intention to get private sector landlords to register and obtain licences for their property. In

order to obtain the licenses there were conditions for the state, condition and management of property. The objective was to improve standards and impose licence conditions that helped landlords achieve compliance. The council would assist landlords to deal with anti-social behaviour, waste and give advice on the maintenance of the properties to an acceptable standard. About one quarter of Southwark residents lived in privately rented property. Across the market there were problems with the state of properties and overcrowding. There were also some landlords and agents who behaved reprehensibly. The council was undertaking a consultation exercise and was keen to hear from as many residents as possible.

In response to questions, John made the following point:

- The existing mandatory licensing scheme covered large HMOs (housing in multiple occupation) of which there were less than 2,000 such properties in Southwark. The more general HMOs covering smaller properties, of which there were about 8,000 properties in Southwark would be covered in future by the planned housing license.

#### **14. SURREY QUAYS SHOPPING CENTRE PROJECT**

Eleanor Wright, from British Land, explained that British Land was working with Southwark Council (the freeholder) of Surrey Quays shopping centre and the SE16 print works / Harmsworth Quays to bring forward a master plan for those sites. The report from stage 1a of consultation was now available online. Those on the mailing list would receive an email with a link in the next couple of days. Further views or comments were welcomed. Around 23,000 addresses would receive the newsletter to keep residents informed.

In response to questions, Eleanor confirmed that stage one of the consultation had clearly shown a desire from residents for a more ambitious solution to Surrey Quays shopping centre. A redevelopment of the whole site would be looked at.

#### **15. PUBLIC QUESTION TIME**

The following public questions were asked at the meeting:

1. Several councillors and Simon Hughes MP voiced broad political support for the idea of the Bakerloo line extension opening nearer to 2020 on both suggested routes. One of the routes would cover the Old Kent Road and New Kent Road locations and the other would cover Camberwell.
2. A resident said that recently two government ministers had announced plans for the Thames Tunnel project. Their decision ignored the planning inspector's report recommendation not to use the Chambers Wharf site. The inspector's decision followed six months of investigations and was based on the residents' views, but those views were being set aside.

Councillors said there was widespread disgust at this decision by ministers and a judicial review / legal challenge was being considered by the council.

3. A resident asked about the possibility of putting Bermondsey station into the zone 1 /

zone 2 border.

Simon Hughes MP said there had been efforts to change the zoning of Bermondsey into zone 1. The Mayor had recently refused that request. However, Kennington in the south of the borough had recently been moved from zone 2 to zone 1 and 2 which was useful for many in that area.

Further to question 2 above and the discussion that ensued, the following motion was moved, seconded and agreed by members:

**RESOLVED:**

That Bermondsey and Rotherhithe Community Council is appalled and outraged by the decision made by Eric Pickles and Liz Truss [in connection with the Thames tunnel project] to completely ignore the local community.

## **16. LOCAL TRAFFIC AND PARKING AMENDMENTS**

### **16.1 COOPERS ROAD**

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

Members considered the information contained in the report.

**RESOLVED:**

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

- Coopers Road – Introduction of ‘No waiting at anytime’ (double yellow lines) between Old Kent Road and Mawbey Place.

### **16.2 LLEWELLYN STREET**

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

Members considered the information contained in the report.

**RESOLVED:**

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

- Llewellyn Street
  - prohibition of driving except for access
  - provide a raised table.

- Chambers Street
  - provide two car club only parking bays
  - reduce length of existing single yellow lines.

### 16.3 SNOWFIELDS

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

Members considered the information contained in the report.

#### **RESOLVED:**

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

- Snowfields – between Great Maze Pond and Kipling Street introduce a one-way system, traffic flow to be eastbound with contra flow lane. Reinstatement of zebra crossing that was temporarily moved to facilitate development work.
- Crosby Row – retain temporary zebra crossing as a permanent facility and return to two-way working.

### 16.4 VAUBAN STREET

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

Members considered the information contained in the report.

#### **RESOLVED:**

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

- Vauban Street
  - provide loading only bay
  - provide car club only bay
  - provide a raised table.

### 17. LOCAL PARKING AMENDMENTS

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

Members 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:

- Alexis Street – install a destination blue badge disabled parking bay outside Cherry Garden School.

**18. QUIET WAY CYCLE ROUTE PROPOSALS**

Chris Mascord, principal consultant, explained that the council had recently consulted residents and stakeholders on their sections of the quiet way route for cycling. The overall idea was to shift modes of transport from cars to bicycles. A proposed route would run from Greenwich to Waterloo. Southwark would be the first London borough to introduce the measures which should be implemented in 2015. The seven sites under discussion were existing sites and the plan was to remove barriers, make junctions safer and also improve the streetscape for residents via trees and lighting. The formal decision on the proposals would be taken by the cabinet member for regeneration, planning and transport in November 2014.

Site A: Rossetti Road and Stevenson Crescent

Site B: Stevenson Crescent and Abercorn Way

Site C: Abercorn Way and Oxley Close

Site D: Oxley Close and Chaucer Drive

Site E: Dunton Road / Lynton Road / Chaucer Drive Junction

Site F: Pages Walk / Willow Walk Junction & Harold Estate

Site G: Webb Street and Swan Mead

Councillors noted the proposed cycle routes A, B, C, D, E, F and G. The following comments were made:

- In Grange ward, where the route meets Webb Street and goes through the Harold Estate, there was a proposal to remove the chicane. Residents had said that prior to the introduction of the chicane, motorised scooters and fast cyclists had used the route, so there were safety concerns about its removal. A possible solution to that would be a Dutch style reverse hump fixture.
- Some residents had complained that they were not consulted on the proposals and it would have been better if more of those affected by the proposals had been included.

Chris added that CCTV could be used to see how parts of the route were working in practice as a safety measure. The cycling commissioner had said that they were prepared to fund an enforcement regime.

Councillor Anood Al-Samerai asked for the introduction of segregated cycle lanes, as those were best for cyclists' safety.



**19. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

Following discussions during the public question time item, about the recent decision about Chambers Wharf and the Thames tunnel project, the community council considered whether to submit a question to the Council Assembly meeting on 26 November 2014.

This question would replace the question submitted during the 21 July 2014 community council meeting. The July question had concerned speedy cyclists in Southwark Park. Councillor Stephanie Cryan said that some signage had gone up in Southwark Park which may have partially addressed the speedy cyclists issue. The chair said he would look into that.

**RESOLVED:**

That the following question be submitted:

“What is the council going to do in response to the Thames Tunnel decision [by Government ministers Eric Pickles and Liz Truss] in Chambers Wharf.”

Meeting ended at 9.30pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 29 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community
<b>Report title:</b>		Community Council Highways Capital Investment 2014/15	
<b>Ward(s) or groups affected:</b>		All in the Community Council areas	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. To agree the funding of the proposed schemes for the Bermondsey and Rotherhithe Community Council as set out in Appendix 1, or to agree alternative schemes subject to officer investigation and feasibility.

### BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council's reactive maintenance programme.
3. The Council's non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. In August 2011 and the Cabinet Member for Transport, Environment and Recycling committed to the provision of an allocation of £100k (£800k total) to each Community Council for local investment selections in highways surfacing. This is drawn from and not in addition to the £5.05m available for 2014/15
5. The financial provision for each Community Councils is pro-rata by ward, as published in Highways Capital Investment Programme 2014/15 dated 12 December 2013 (Appendix 4) and also found at:
6. Bermondsey and Rotherhithe Community Council is allocated £209,525 in 2014/15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. Any under/over spends from previous years can also be carry forward.

### KEY ISSUES FOR CONSIDERATION

7. The overall budget available to the Bermondsey and Rotherhithe Community Council is £207,368 (£209,525 for 2014/15 plus £12,509 carried over from 2013/14 minus implementation fees £14,666). Appendix 1
8. The commencement and completion of the schemes within the current financial year will depend upon the decision by the Community Council, subject to any adverse weather conditions later in the winter months.

### Community council selections

9. This money can be spent on any asset renewal or replacement project selected by the Community Council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a Community Council wish to do so.

### Delivery

10. Once the Community Council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2014/15. Any under spends or projected overspends will be reported back to Community Council for resolution or reallocation.

### Community impact statement

11. There are no specific community impact issues arising from the recommendations.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX Online at: <a href="http://modern.gov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22">http://modern.gov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22</a>	Himanshu Jansari 0207525 3291 or Matthew Hill 020 7525 3541

### APPENDICES

No.	Title
Appendix 1	Ward Members Proposals for 2014-15
Appendix 2	Extract from the Highways Capital Investment programme for 2014/15 - Community Council Investment Allocations (Appendix 4)

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Himanshu Jansari, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	17 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		17 November 2014

**APPENDIX 1  
Devolved Community Council Funded Schemes**

**Bermondsey and Rotherhithe Community Council**

**Ward Member's Proposals**

Funding

Under spend from previous years	£12,509
Allocation for FY 2014/15	£209,525
Implementation Fees	-£14,666
<b>Total available for 2014/15</b>	<b>£207,368</b>

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Grange Road	Grange	Carriageway	£27,568	Section between Spa Road to Tower Bridge Road
Grange Road	Grange	Carriageway	£160,000	Entire Length
Grange Walk	Grange	Carriageway	£29,150	
Yalding Road	Grange	Carriageway	£18,752	Northern section up to Rouel Road
Morocco Street	Grange	Carriageway	£28,160	
Neckinger	Grange	Carriageway	£60,160	
Leroy Street	Grange	Carriageway	£45,920	
Pages Walk	Grange	Footway	£21,982	Near Jw with Grange Rd (Outside new flats)
Bermondsey Wall West	Riverside	Footway	£22,870	
Bermondsey Wall East	Riverside	Footway	£29,957	
Scott Lidget Crescent	Riverside	Footway	£36,655	
Clement Road	Riverside	Footway	£21,784	Localised patching
Drummond Road	Riverside	Footway	£22,854	Localised patching
Shad Thames	Riverside	Footway	£17,873	
Oldfield Grove	Rotherhithe	Carriageway	£19,854	
Risdon Street	Rotherhithe	Footway	£23,741	Localised patching
Trothy Road	South Bermondsey	Carriageway	£28,800	
Finland Street	Surrey Dock	Carriageway	£32,450	Localised patching treatment
Finland Street	Surrey Dock	Footway	£26,584	Localised patching treatment

South Sea Street	Surrey Dock	Carriageway	£27,152	Localised patching treatment
South Sea Street	Surrey Dock	Footway	£26,458	Localised patching treatment
		<b>Overall Total</b>	<b>£728,724</b>	

Extract (Appendix 4 of the Highways Capital Investment Programme for 2014/15 – Community Council Investment Allocations)

Community Council	Ward	Allocation (£k's)	Total
Bermondsey and Rotherhithe	Grange	38.095	£209,525
	Livesey (part)	19.050	
	Riverside	38.095	
	Rotherhithe	38.095	
	South Bermondsey	38.095	
	Surrey Docks	38.095	
Borough, Bankside and Walworth	Cathedrals	38.095	£190,475
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
	Newington	38.095	
Camberwell	Brunswick Park	38.095	£114,285
	Camberwell Green	38.095	
	South Camberwell	38.095	
Dulwich	College	38.095	£114,285
	East Dulwich	38.095	
	Village	38.095	
Peckham and Nunhead	Livesey (part)	19.050	£171,430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			£800,000



## **Bermondsey and Rotherhithe Community Council**

### **Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

**Please give this to Tim Murtagh Constitutional Officer or Marian Farrugia Community Council Development Officer.**



<b>Item No.</b> 13.1	<b>Classification:</b> Open	<b>Date:</b> 29 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		One hour free parking for shopping parades – consultation locations	
<b>Ward(s) or groups affected:</b>		All wards in the community council area	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATION**

1. That the community council approve or amend the list of locations (Appendix 1) that will be consulted on the introduction of one hour free parking.

**BACKGROUND INFORMATION**

2. In July 2014 the cabinet agreed, the new fairer future promises, the fairer future principles and the commitments of the council for the next four years including a commitment to “deliver an hour’s free parking in our shopping parades”.
3. The cabinet member for regeneration, planning and transport is currently considering a report to approve the detail of how to deliver that commitment, including the approach to consultation and the decision making process, this process is summarised in Figure 1.

Stage	Dates	Task
1	Oct ‘14	Cabinet member to agree scope of project and decision making process
2	Nov / Dec	Community councils to agree exact locations
3	Jan ‘15	Informal consultation on initial design
4	Feb	Cabinet member to consider results and agree statutory consultation
5	March	Statutory consultation
6	April / May	Implement (or further decision to consider any objections)

**Figure 1**

4. This report (stage 2 in Figure 1 above) provides opportunity for the community council to approve or amend the list of locations that will be consulted on regarding the initial design and extent of one hour free parking.

**KEY ISSUES FOR CONSIDERATION**

5. The council recognises that small shopping parades rely on local and passing trade and that convenient car parking is one factor that can contribute to a stronger local economy.
6. Not all shopping parades have parking facilities near them and so the objective of this project is to secure the availability of short-term on-street parking at small retail parades as a means of supporting local businesses in competing with major retail centres and/or superstores with off-street car parks.

### **Locations for consultation**

7. Shopping parades are not defined in planning terms and not all parades will be suitable for free parking. To provide a basis for discussion with each community council, officers have carried out a scoping exercise to identify parades and to make an initial recommendation of whether or not they should be consulted on provision of one hour free parking.
8. Locations recommended for consultation (Appendix 1) have one or more of the following characteristics:
  - a. paid-for parking outside the shops and no free (time-limited) bays
  - b. time-limited (free) parking of less than one hour
  - c. free, unrestricted (unregulated) parking.
9. Locations not recommended for consultation (Appendix 2) have one or more of the following characteristics:
  - a. located within the designated planning areas of the central activity zone or within a major town centre
  - b. located on the red route, Transport for London (TfL) road network
  - c. have existing highway constraints that prevent safe parking or would lead to congestion (eg. existing bus stops, bus/cycle lanes or have double yellow lines that are needed for road safety)
  - d. currently have time-limited free parking of more than 1 hour
  - e. not a parade of shops (ie a single retail unit).
10. The locations recommended in and out of scope of consultation are mapped in Appendix 3.
11. A final list of consultation locations will be prepared that takes account of the feedback from this community council.

### **Policy implications**

12. The Transport Plan 2011 provides the policy framework for transport, including parking, in Southwark.
13. The Plan sets out specific targets to reduce the impact of road traffic (emissions, traffic levels, collisions) and to increase the modal share of walking and cycling. Therefore the recommendations made in this report potentially conflict with those existing policies.
14. The Plan provides a parking hierarchy which identifies short-stay shopper/visitor parking as of greater priority than long-stay visitor or commuter parking. In that context, the recommendations made in this report for non-CPZ areas are consistent with policy.

### **Community impact statement**

15. The recommendations are not considered to have any disproportionate affect upon any people identified as possessing protected characteristics.
16. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.

17. The provision of short-stay parking bays will be of greatest benefit to motorists who want to stop for short periods of time.
18. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be predicted until the recommendations have been implemented and observed.
19. 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.

### **Resource implications**

20. The total project cost, for all five community council areas, is approximately £35k. In addition, there will be a potential loss of income of up to £25k per annum. This is based upon the assumption that all paid parking bays are deleted in the locations identified in the initial scoping exercise, however the exact extent is subject to consultation and therefore may be less or more.
21. The estimated total costs of the proposal of can be contained within the overall parking account.
22. The revenue costs associated with the civil enforcement officer patrols will be met from within the existing contractual costs.

### **Consultation**

23. No consultation has yet taken place.
24. Future consultation phases are planned. This will include stakeholder consultation and statutory (traffic order) consultation. Since this is a strategic scheme, no further formal consultation will occur with community councils.
25. Potentially a further two IDM reports, detailing the results of the consultation phases, will be presented to the cabinet member for regeneration, planning and transport.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

26. The intention is to carry out consultation in relation to the proposed introduction of one hour free parking in shopping parades which is in accordance with the council plan adopted in July 2014.
27. The proposal does not relate to the main road arteries as these fall under the control of TfL but only to the roads which fall under the council's control. There are no legal issues arising from the carrying out of the consultation.

### **Strategic Director of Finance and Corporate Services**

28. The strategic director of finance and corporate services notes that the proposed changes to parking arrangements following consultation, as outlined in this

report, will not adversely affect the budgeted surplus from the ring fenced parking account.

29. It is also noted that staffing and other costs of implementing the changes will be contained within existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH  Online at: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	List of streets recommended for consultation
Appendix 2	List of streets not recommended for consultation
Appendix 3	Map of locations recommended in and out of scope of consultation

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	19 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>	19 November 2014	

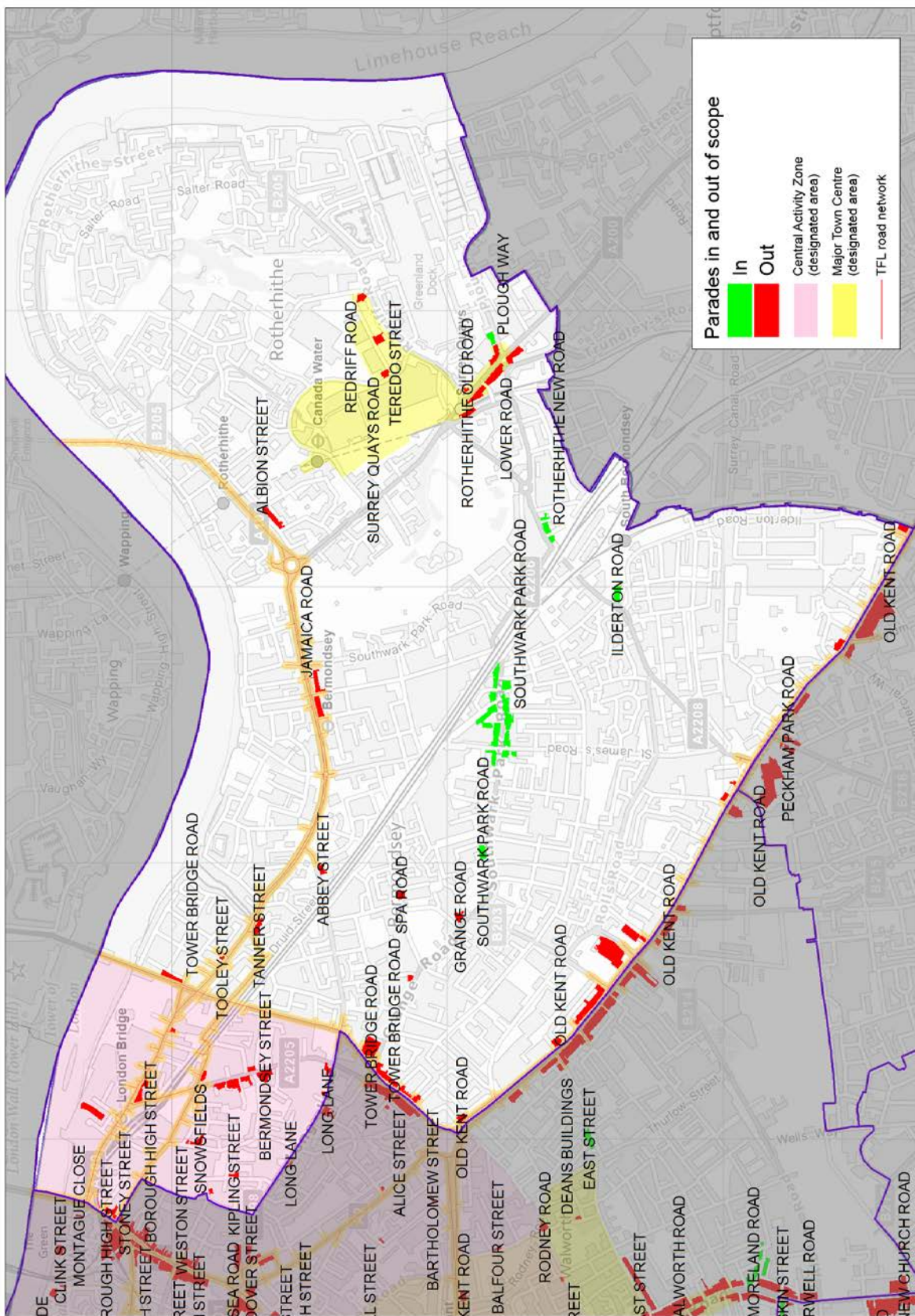
## Appendix 1 – Locations recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
<b>Bermondsey and Rotherhithe</b>			<b>5</b>
In	Existing free bays < 1hr		<b>5</b>
		ILDERTON ROAD	1
		PLOUGH WAY	1
		ROTHERHITHE NEW ROAD	1
		SOUTHWARK PARK ROAD	2
<b>Grand Total</b>			<b>5</b>

## Appendix 2 – Locations not recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
<b>Bermondsey and Rotherhithe</b>			<b>30</b>
<b>Out</b>			<b>30</b>
	Designated area		11
		BERMONDSEY STREET	1
		KIPLING STREET	1
		LOWER ROAD	1
		REDRIFF ROAD	1
		ROTHERHITHE OLD ROAD	1
		SNOWSFIELDS	2
		SURREY QUAYS ROAD	1
		TEREDO STREET	1
		TOOLEY STREET	1
		WESTON STREET	1
	Existing free bays > 1hr		1
		ALBION STREET	1
	Not a "parade"		1
		SPA ROAD	1
	TLRN		15
		ABBEY STREET	1
		CRUCIFIX LANE	1
		JAMAICA ROAD	1
		OLD KENT ROAD	5
		RAILWAY APPROACH	1
		TANNER STREET	1
		TOOLEY STREET	3
		TOWER BRIDGE ROAD	2
	Traffic management		2
		GRANGE ROAD	2
<b>Grand Total</b>			<b>30</b>

Appendix 3 – Map of locations recommended in and out of consultation  
Bermondsey and Rotherhithe Community Council



<b>Item No.</b> 13.2	<b>Classification:</b> Open	<b>Date:</b> 29 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Parking Revisions at Willow Walk	
<b>Ward(s) or groups affected:</b>		Grange Ward	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. It is recommended that the parking revisions in Willow Walk, shown on the plan in Appendix 1, be approved for implementation.

### BACKGROUND INFORMATION

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

### KEY ISSUES FOR CONSIDERATION

6. The planning committee granted consent on 26/03/13 under planning application number 12/AP/3255 to construct short stay accommodation comprising 54 bedrooms and 21 units of affordable housing in Willow Walk.
7. In order to connect the new road for this development into the surrounding road network it is necessary to remove 46m of resident parking bays (equating to parking for approximately 10 cars) and 36m of pay and display parking bays (approximately 6 parking places) .
8. To mitigate the impact on resident parking it is proposed to provide 37m (approximately 7 parking places) on the new road.
9. The revisions to the parking arrangement and construction of the new road and



parking bays are required to be completed within 3 months of the first occupation.

10. The planning conditions require the developer to provide 3 years free membership of a car club to every resident of the general needs housing approved by the planning consent.
11. Within the new development only 6 residential units will be eligible to apply for controlled parking zone permits given the amount of private parking provided.

### **Policy implications**

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

Policy 1.2 – Require car free development in areas of good access to public transport that are located in a controlled parking zone.

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets.

13. The recommendations contained within this report are consistent with the saved policies of the Southwark Plan 2007, particularly:

Policy 5.6 – states that all developments requiring car parking should minimise the number of spaces provided

### **Community impact statement**

14. The recommendations are not expected to have any disproportionate affect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved parking facilities for disabled badge holders in proximity to their homes
  - Providing improved access for key services such as emergency and refuge vehicles
  - Improving road safety in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### Legal implications

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

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: <a href="http://www.southwark.gov.uk/downloads/download/2578/transport_plan">http://www.southwark.gov.uk/downloads/download/2578/transport_plan</a>	Leah Coburn 0207 525 4744
Southwark Plan 2007	Online: <a href="http://www.southwark.gov.uk/downloads/download/2284/the_southwark_plan">http://www.southwark.gov.uk/downloads/download/2284/the_southwark_plan</a>	Leah Coburn 0207 525 4744

### APPENDICES

No.	Title
Appendix 1	Campbell Reith Drawing: Parking Bay Alterations

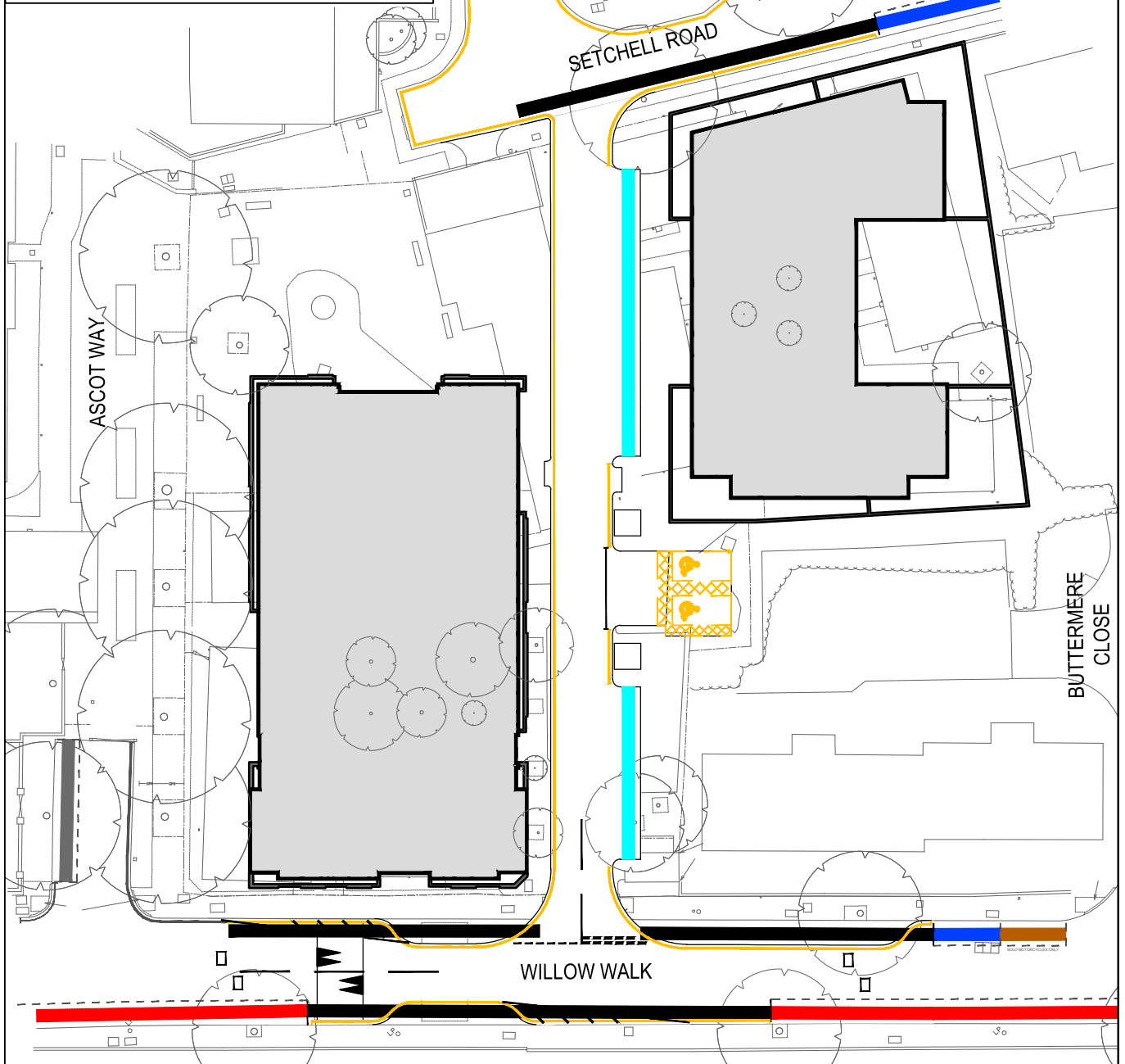
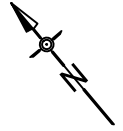
**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Leah Coburn, Group Manager – Network Development	
<b>Version</b>	Final	
<b>Dated</b>	19 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	19 November 2014	

**LEGEND**

- EXISTING PARKING RESTRICTIONS - Permit Holders/  
Pay at Machine, Max stay 4hrs, Mon - Fri 8:00am - 6:30pm
- EXISTING PARKING RESTRICTIONS - Mon - Fri 8:00am  
- 6:30pm, 7 Hours, No return within 2 Hours
- EXISTING SOLO MOTORCYCLES ONLY  
PARKING
- NEW PARKING RESTRICTIONS BAYS - Permit Holders/  
Pay by phone, Max stay 4hrs, Mon - Fri 8:00am - 6:30pm
- PARKING REMOVED
- ANYTIME WAITING RESTRICTIONS

CONTROLLED PARKING  
ZONE GR (GRANGE) HOURS  
OF OPERATION  
MONDAY-FRIDAY 08:00-18:30



- Notes :-
1. Only Status C drawings to be used for construction.
  2. Do not scale this drawing.

D3	UPDATED TO SUIT LBS COMMENTS	30.09.14	MG
D2	UPDATED TO SUIT LBS COMMENTS	11.08.14	MG
D1	ISSUED FOR INFORMATION	28.03.14	MP
Status/Rev	Description	Date	By

Job Title

WILLOW WALK

PARKING BAY  
ALTERATIONS

# CampbellReith

consulting engineers

LONDON 020 7340 1700 ♦ MANCHESTER 0161 819 3060  
 REDHILL 01737 784 500 ♦ BIRMINGHAM 01675 467 484  
 BRISTOL 0117 916 1066 ♦ DUBAI 00 971 4345 7088  
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drawn	date	scale	C1 checked	CAD filename
MP	02.01.13	1:500@A4		11270-C050

Job No.	11270	Drg No.	C050
Status/Rev	D3		

<b>Item No.</b> 14.1	<b>Classification:</b> Open	<b>Date:</b> 29 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Objection determination report – proposed double yellow lines in Rotherhithe Street and Hatteraick Street / Brunel Road	
<b>Ward(s) or groups affected:</b>		Surrey Docks	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATIONS**

1. It is recommended that the one objection, made in relation to proposed waiting restrictions in Rotherhithe Street, is considered and rejected and that the proposals are implemented.
2. That the petition received made against the proposal to introduce waiting restrictions in Hatteraick Street and Brunel Road, is considered and rejected and that the proposals are implemented

**BACKGROUND INFORMATION**

3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
4. Paragraph 17 of Part 3H of the Southwark constitution states that the community council will determine objections to traffic management orders that do not relate to a strategic or borough wide issue.
5. This report makes recommendations to determine a number of objections made to a non-strategic traffic management order.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

**KEY ISSUES FOR CONSIDERATION**

**Rotherhithe Street**

7. This item was originally presented to Bermondsey and Rotherhithe Community Council on 21 July 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in an objection which is presented here for determination.

**Background to the proposals**

8. The building management company which maintains Stanton House and represents their residents contacted the council about problems with access and visibility for motorists using the entrance and exit to their car park

9. This section of Rotherhithe Street is mainly residential but to the south of Stanton House is Surrey Docks Farm.
10. The management company advised that there are no restrictions across the entrance to the car park and that vehicles park too close to the vehicle crossover. On occasion, this physically prevents access and, more regularly, reduces the sight lines for motorists exiting the car park.
11. An officer carried out a site visit and found that vehicles were parked adjacent to the dropped kerb (inhibiting sight lines) but there were no vehicles physically obstructing the entrance to the car park. At the time of this visit, there were a number of free parking spaces available nearby so we anticipate that any proposal to install yellow lines would have little impact upon those who do want to park on the highway.
12. During the site visit, it was also noted that the condition of the existing double yellow lines in this vicinity were poor. The actual extents of these faded lines are not clearly defined and, in turn, this is unintentionally providing opportunity for parking.
13. It was clearly the engineer's intention, when these restrictions were installed, that parking should be restricted on the east side of Rotherhithe Street to enable two-way working of traffic between the Bryan Road / Surrey Docks bus stop (Stop ID 485) and Surrey Docks Farm. This would improve reliability of the route C10 bus.
14. The current condition of the lines suggests to motorists that up to six cars can park on the east side of the road, resulting in approximately four pinch-points to the bus route. Each pinch point means that the bus must wait for oncoming traffic before overtaking a stationary car, thus causing delay along the entire route.
15. It is therefore recommended that in addition to the new lines outside Stanton House, the eastern section is refreshed and new orders made (as per Appendix 1).

### **Consultation**

16. The traffic management order was advertised in accordance with legislation. Statutory consultation commenced on 21 August 2014 and ended 11 September 2014.
17. During that period, the council received 1 objection. The objection can be summarised as:
  - Portions of this proposal encroach on street parking used by residents

### **Reason for report recommendations**

18. The original recommendations to install double yellow lines were made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.

19. The consultation has, however, generated an objection and therefore officers have looked carefully at the objection and at the design to see if that objection can be resolved. Unfortunately this does not seem possible and officers consider that the original proposal should be maintained as the locations cannot accommodate parking without impacting upon access.

### **Recommendation**

20. In view of the above reasons, it is recommended that the community council:
- consider the objection
  - reject that objection and
  - agree to the original design shown in Appendix 1

### **Hatteraick Street / Brunel Road**

21. This item was presented to Bermondsey and Rotherhithe Community Council on 21 July 2014. At that meeting members approved the decision to progress to statutory consultation. The statutory consultation resulted in a number of objections which are presented here for determination.
22. Hatteraick Street provides access to Adams Garden Estate. The street is narrow and prior to re-instating the badly faded and worn double yellow lines, parking was occurring on both sides which made access to the estate difficult for emergency vehicles, particularly the London Fire Brigade (LFB).
23. Prior to the previous meeting, LFB contacted the council to ask that double yellow lines be repainted on the northeast side and that new double yellow lines be introduced at the junction with Brunel Road. An officer visited this location with Cllr Hook where the suggestions made by LFB were discussed.
24. In addition to the locations identified by LFB, officers also consider that the existing single yellow line (from the bus stop adjacent to No 35 Brunel Road to outside the Rotherhithe Station) should also be changed to double yellow line to prevent evening parking so as to improve traffic flow, particularly for buses.

### **Consultation**

25. The traffic management order was advertised in accordance with legislation. Statutory consultation commence on 21 August 2014 and ended 11 September 2014.
26. During that period, the council received a petition containing 289 signatures, the petitioners object to the proposal and the petition stated:
- We the undersigned hereby petition Southwark Council to withdraw its proposal to implement double yellow lines on Brunel Road alongside Rainbow restaurant. The restaurant is a valuable asset to the town and its surrounding community and this proposal will inflict too much pressure on businesses at this already challenging time.

### **Reason for report recommendations**

27. The original recommendations to install double yellow lines were made so as to

meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.

28. The consultation has, however, generated an objection and therefore officers have looked carefully at the design to see if that objection can be resolved.
29. Unfortunately this does not seem possible and officers consider that the original proposal should be maintained as the locations cannot accommodate parking without impacting upon access or safety (with particular regard to fire brigade) to improve traffic flow, particularly for buses.
30. It is noted that parking will remain unrestricted along the flank wall of the Rainbow Restaurant.

### **Recommendation**

31. In view of the above reasons, it is recommended that the community council:
  - consider the petition
  - reject that petition and
  - agree to the original design shown in Appendix 2

### **Policy implications**

32. 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**

33. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
34. 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.
35. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
36. 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.
37. 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.
38. 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**

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

### **Legal implications**

40. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
41. 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.
42. 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.
43. 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.
44. 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.
45. 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**

46. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
47. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations which include statutory consultation and the consideration of any arising

objections.

48. The statutory consultation has generated the objections that this report is now considering.
49. The community council must 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

50. If these items are approved by the community council they will progressed in line with the following approximate timeframe:
- Traffic orders (made notice) – January 2015
  - Implementation – February 2015

### Background Documents

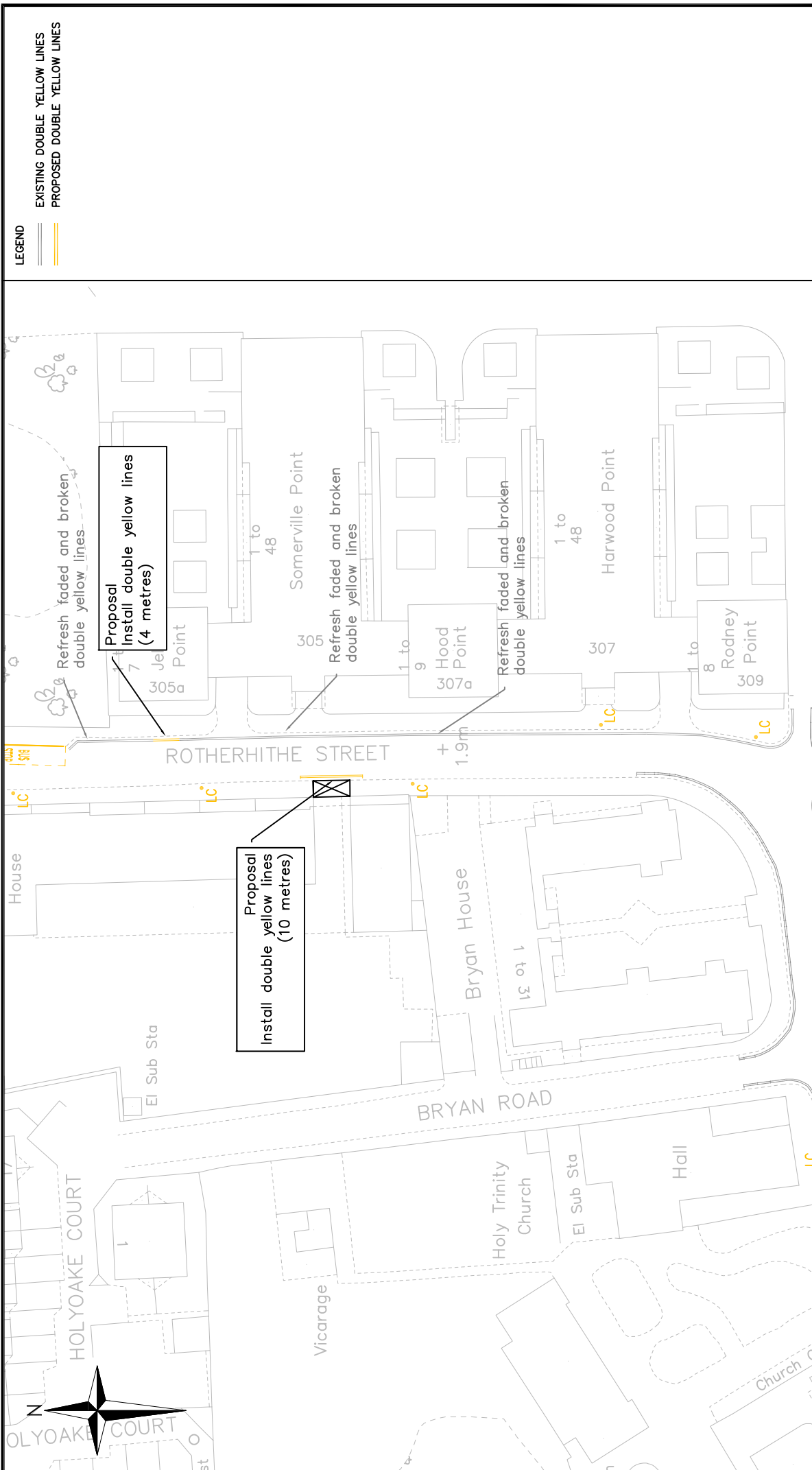
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021


### APPENDICES

No.	Title
Appendix 1a	Rotherhithe Street – proposed double yellow lines
Appendix 1b	Rotherhithe Street – aerial photograph
Appendix 2	Hatteraick Street / Brunel Road – install double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	18 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	19 November 2014	



Public Realm Projects Parking Design  Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  www.southwark.gov.uk/parkingprojects		Project <b>1415Q1 LOACLA PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>
		Drawing Title <b>PROPOSED DOUBLE YELLOW LINES                  ROTHERHITHE STREET</b>	Ward(s) <b>SURREY DOCKS</b>
		Date <b>03/06/14</b>	Scale <b>N/S</b>
		Dwg No. <b>1415Q1_001</b>	Chk <b>TW</b>
		Status <b>APPENDIX 1a</b>	App <b>TW</b>
		Rev <b>A</b>	Description © Crown copyright and database rights 2014. Ordnance Survey (01100019252)

APPENDIX 1b



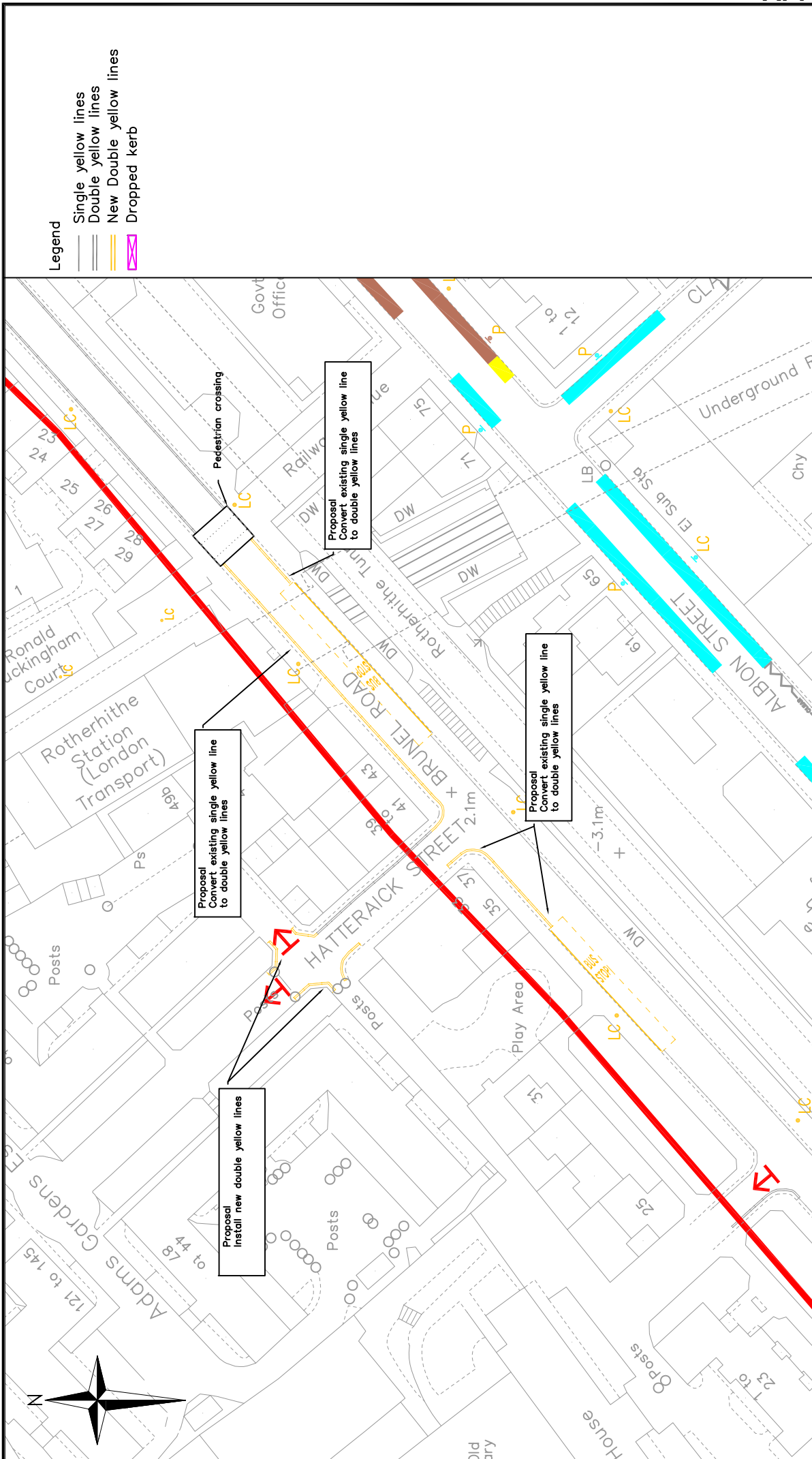
Proposal  
Install double yellow lines  
(10 metres)

Refresh faded and broken  
double yellow lines

Proposal  
Install double yellow lines  
(4 metres)

Refresh faded and broken  
double yellow lines

Refresh faded and broken  
double yellow lines

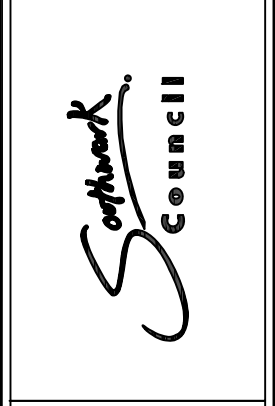


**Legend**  
 Single yellow lines  
 Double yellow lines  
 New Double yellow lines  
 Dropped kerb

Rev	Date	Description	Drn	Chk	App

Community Council <b>BERMONDSEY AND ROTHERHITHE</b>					
Ward(s) <b>ROTHERHITHE</b>					
Date	Scale	Drn	Chk	App	
<b>18/02/2014</b>	<b>1:1000 @ A4</b>	<b>MH</b>	<b>TW</b>	<b>TW</b>	
Dwg No.					Rev
<b>1314Q4_013</b>					
Status					
<b>APPENDIX 2</b>					<b>A</b>

Project <b>1314Q4 LOCAL PARKING AMENDMENTS</b>	
Drawing Title <b>PROPOSED DOUBLE YELLOW LINES HATTRAICK STREET/BRUNEL ROAD</b>	



Public Realm Projects  
 Parking Design  
 Environment and Leisure  
 Floor 3, hub 1  
 Southwark Council  
 160 Tooley Street  
 PO Box 64529  
 London, SE1P 5LX  
 www.southwark.gov.uk/parkingprojects

\\bepi-cha-ne\15\share\NET\_DEV\1\_PROJECTS\2013\_14\1314 - Local Parking Amendments\QA1\_LIVE\_ITEMS\13-14\_Q4\_LPA\_029\_Various\_she114\029\_Rotherhithe\_restrictions\_02.dwg © Crown copyright. All rights reserved. (01100016252) 2013

<b>Item No.</b> 14.2	<b>Classification:</b> Open	<b>Date:</b> 13 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Parking amendments and Estate Parking Scheme – Albion Estate, Arnold Estate and Dickens Estate	
<b>Ward(s) or groups affected:</b>		Riverside Ward and Rotherhithe Ward	
<b>From:</b>		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:
  - Albion Estate – to be included in an estate parking scheme
  - Arnold Estate – Lupin Point, to be included in estate traffic enforcement managed by Two Towers TMO
  - Dickens Estate – Casby House, to be included in estate traffic enforcement scheme managed by Two Towers TMO

## 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 three local traffic and parking amendments, involving the implementation of an enforcement and estate parking schemes.
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.
15. The parking layout of the Albion Estate has changed, specifically around Albion House increasing the number of parking bays, re-marking of bays and re-fresh of double yellow lines. The existing parking area is used by residents from non-council new developments on Albatross Way.
16. The parking layout of the Arnold Estate has changed, specifically around Lupin Point following re-development and increase of units and double yellow lines.
17. The layout of the Dickens estate has changed, specifically around Casby House following re-development of units, re-marking of bays and double yellow lines. The existing parking area is used by local shoppers and residents from non-council new developments adjacent to Casby House.
18. There is a parking permit scheme on the estates
19. It is therefore recommended to introduce a parking enforcement scheme to prevent illegal parking on the estates.
20. Albion Estate - Casby House has 27 bays, plus 1 disabled bay and 1 motor-cycle bay.
21. Arnold Estate - Lupin Point has 16 bays, plus 3 disabled bays.
22. Dickens Estate - Casby House has 25 bays, plus 2 disabled bays.

### **Community impact statement**

23. 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.



24. The introduction of the parking scheme will benefit residents of the estate and their visitors.
25. 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.
26. 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**

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

### **Legal implications**

28. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
29. 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.
30. 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.
31. 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.
32. 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.
33. 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

34. No informal (public) consultation has been carried out.
35. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
36. 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.
37. 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.
38. 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.
39. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
40. 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

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Melvina Powell, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	5 November 2014	

<b>Item No.</b> 14.3	<b>Classification:</b> Open	<b>Date:</b> 29 November 2014	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Potters Field – creation of two car club parking bays.	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

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

#### **Potters Fields**

- Provide two new parking spaces for car club use.
- Amend existing traffic regulation order to revoke the existing loading bay

### 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 to provide two new parking spaces in Potters Fields for use by the car club and remove an existing loading bay.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

### KEY ISSUES FOR CONSIDERATION

6. The proposal made is related to the development of One Tower Bridge Road which was given planning permission(10-AP-1935) on 7 July 2011 and allows for the development of premises to include residential and office accommodation as well as cultural floor space.

### **Parking matters**

7. The development is located within London Bridge F parking zone.
8. The section 106 Agreement dated 21 April 2011 has a requirement that the developer implements a car club scheme with two parking bays on Potters Fields.
9. The car club scheme is in fulfillment of Policy 2.3 which encourages the promotion of sustainable means of travel.
10. The change in use of the development land and on-site servicing area provisions means the loading bay is no longer required.

### **Policy implications**

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

Policy 1.5 – Ensure that there is a car club bay within five to ten minutes' walk of each household in the borough by 2014.

Policy 8.1 – Seek to reduce the overall levels of private motor vehicle traffic on our roads

### **Community impact statement**

12. The policies within the Transport Plan upheld within this report have been subject to an Equality Analysis.
13. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
14. The car club spaces will benefit those residents who do not own cars thereby reducing levels of private motor vehicles and emissions on the borough's roads.
15. The recommendations are not considered to have a disproportionate effect on any community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Reducing road traffic levels on local roads and making the network user friendly to vulnerable users.

### **Resource implications**

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

### **Legal implications**

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

19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. The exercise by council of functions under this section shall not render the 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**

26. No informal (public) consultation has been carried out.
27. Should the community council approve the recommendation, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
28. 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.
29. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
30. 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: <a href="#">Southwark transport plan 2011 - Southwark Council</a>	Robson Mupani 020 7525 4741

**APPENDICES**

No.	Title
Appendix 1	Copy of part of s106 agreement
Appendix 2	Existing loading bay location
Appendix 3	Proposed car club parking spaces

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Robson Mupani, Development Management Engineer	
<b>Version</b>	Final	
<b>Dated</b>	17 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	17 November 2014	

ashurst

DATED

21 April

2011

THE MAYOR AND BURGESSES OF  
THE LONDON BOROUGH OF SOUTHWARK

- and -

BERKELEY HOMES (SOUTH EAST LONDON) LIMITED

- and -

BERKELEY HOMES (NORTH EAST LONDON) LIMITED

---

AGREEMENT PURSUANT TO SECTION 106 OF  
THE TOWN AND COUNTRY PLANNING ACT 1990  
AND OTHER POWERS IN RELATION TO LAND ADJACENT TO:  
LAMBETH COLLEGE AND POTTERS FIELDS, LONDON SE1

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**THIS DEED** is made the *21st* day of *April*  
Thousand and Eleven

54

Two

**BETWEEN**

- (1) **THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF SOUTHWARK** of the Town Hall Peckham Road London SE5 8UB of the first part (hereinafter referred to as "**the Council**");

**AND**

- (2) **BERKELEY HOMES (SOUTH EAST LONDON) LIMITED** a company registered in England and Wales (Company No. 1124205) whose registered office is Berkeley House 19 Portsmouth Road Cobham Surrey KT11 1JG of the second part (hereinafter referred to as "**the Landowner**");

**AND**

- (3) **BERKELEY HOMES (NORTH EAST LONDON) LIMITED** a company registered in England and Wales (Company No. 04294000) whose registered office is Berkeley House 19 Portsmouth Road Cobham Surrey KT11 1JG of the second part (hereinafter referred to as "**the Developer**");

**WHEREAS:**

- (A) The Developer wishes to construct the Development upon the Site in accordance with the Planning Permission and the obligations contained herein.
- (B) The Landowner is the freehold owner of that part of Site as the same is registered with Title Absolute under Title Numbers SGL63990 and TGL191157 at H.M. Land Registry and shown edged red on the Site Plan ("the Property") and has the benefit of a contract with the Council as land owner of that part of the Site as the same is registered with Title Absolute under Title Number TGL 218984 and other land shown edged blue on the Site Plan ("the Additional Land") to procure the carrying out of the Development.
- (C) The Developer is to be appointed to carry out the Development.
- (D) The Council is the local planning authority by whom the obligations contained in this Deed are enforceable.
- (E) Having regard to the provisions of the development plan and the planning considerations affecting the Site (including an assessment of the viability of the proposals), the Council considers it in the interests of the proper planning of its area that the Development of the Site ought only be permitted subject to the terms hereof and for that purpose the parties are willing to enter into this Deed.

**NOW THIS DEED WITNESSETH:**

**1. Definitions and Interpretation**

- 1.1 The following words and phrases shall have unless the context otherwise requires the following meanings: -

**"1990 Act"** The Town and Country Planning Act 1990;

**"Acts"** Section 278 of the Highways Act 1980, Section 27 of the Greater London Council (General Powers) Act 1969, Section 16 of the Greater London Council (General Powers) Act 1974, Section 2 of the Local Government Act 2000 and Sections 111 120 and 123 of the

Local Government Act 1972 and in each case any statutory amendment, variation, substitution or re enactment thereof together with all other powers enabling;

<b>"the Additional Land"</b>	The land shown edged blue on the Site Plan;
<b>"Administration Contribution"</b>	The sum of £44,940 (forty four thousand nine hundred and forty pounds) Index Linked to be paid by the Landowner and the Developer to the Council in accordance with Schedule 3 for the reasonable costs incurred by the Council in administering the Deed including maintenance of financial records, monitoring the progress of the Development including receipt of payments made and expended and applied, and monitoring compliance with the terms of the Deed;
<b>"Affordable Housing"</b>	The residential accommodation that is to be constructed on the COL Site and made available for a rent that is attainable by those households who cannot afford to buy or rent anywhere in the Borough at market housing prices such that (a) the total cost of rent and service management charges meet targets for affordable rented housing set by the Tenant Services Authority (and successor bodies from time to time in existence) and (b) is consistent with the Council's Affordable Housing Supplementary Planning Document from time to time and the requirements of the London Plan and the Mayor's Housing SPG 2005;
<b>"Affordable Housing Contribution"</b>	The sum of £10,510,000 (ten million five hundred and ten thousand pounds) Index Linked to be paid by the Landowner and the Developer to the Council in accordance with Schedule 3 for off site affordable housing;
<b>"Affordable Housing Units"</b>	The forty three (43) units of Affordable Housing to be constructed by the Landowner and the Developer on the COL Site in accordance with the terms of the COL Planning Permission;
<b>"Air Quality Contribution"</b>	The sum of £15,000 (fifteen thousand pounds) Index Linked to be paid by the Landowner and the Developer to the Council in accordance with Schedule 3 for a research study of air quality in the area
<b>"Application"</b>	The application for planning permission submitted by the Developer to the Council and received by the Council on 26 July 2010 (as subsequently amended) to carry out the Development upon the Site (LBS Registered Number 10-AP-1935);
<b>"Archaeology Contribution"</b>	The sum of £15,036 (fifteen thousand and thirty six pounds) Index Linked to be paid by the Landowner and the Developer to the Council in accordance with Schedule 3 for the monitoring and supervision of archaeological works;
<b>"Benchmark Sustainability Requirements"</b>	The minimum sustainability standards that will be applied to the Dwellings and the commercial units within the Development as set out in Schedule 8
<b>"Borough"</b>	The London Borough of Southwark;
<b>"Basement Works"</b>	The excavation and construction of the basement area and shown for the purposes of identification only on Plan 1;

<b>"Block 1"</b>	The building within Stage 5 of the Development shown for the purposes of identification only on Plan 2;
<b>"Blocks 6, 7 and 8"</b>	The buildings in Stage 2 of the Development and shown for the purposes of identification only on Plan 2;
<b>"Blocks 3 and 4"</b>	The buildings in Stage 3 of the Development and shown for the purposes of identification only on Plan 2;
<b>"Blocks 2 and 5"</b>	The buildings in Stage 4 of the Development and shown for the purposes of identification only on Plan 2;
<b>"Car Club"</b>	The car club to be promoted by the Landowner and the Developer pursuant to the Car Club Scheme;
<b>"Car Club Operator"</b>	Streetcar (being the Council's preferred operator in the vicinity of the Development) which shall initially operate for a minimum period of three (3) years in the first instance or such other third party operator nominated by the Landowner and the Developer to operate the Car Club Scheme, subject to the approval of the Director of Regeneration;
<b>"Car Club Scheme"</b>	A car club scheme to include details of the Car Club Spaces, the proposed agreement with the Car Club Operator including any financial arrangements and the detail of the provision of subscription membership for each Dwelling upon that Dwelling's first Occupation;
<b>"Car Club Spaces"</b>	The provision of two (2) Car Club spaces to be provided by the Landowner and the Developer on Potters Fields Lane as shown indicatively on the Site Plan;
<b>"Car Park Management Plan"</b>	<p>A management plan for the car park that:</p> <ul style="list-style-type: none"> <li>(i) makes provision for spaces for the disabled and for monitoring demand for spaces for the disabled so that provision can be adjusted to meet demand;</li> <li>(ii) sets out the basis on which the car park will be managed;</li> <li>(iii) contains arrangements for ensuring provision and retention of the proposed electric charging points;</li> <li>(iv) restricts use of the basement car parking to be provided as part of the Development to residents of and disabled people working in and disabled visitors to the Development;</li> <li>(v) identifies how the use of the car park will be monitored and in particular how the use will be measured for the purposes of assessing whether the Parking Excess Contribution is payable;</li> </ul>
<b>"Certificate of Practical Completion"</b>	A certificate confirming that works have been undertaken to a stage and standard to achieve Practical Completion
<b>"Coach Access Route"</b>	The area shown on Plan 3 that identifies the route that coaches dropping off or picking up visitors to the Cultural Space may use;

"COL"	The Corporation of the City of London;
"COL Site"	The area of land shown edged red on Plan 4 which is to be developed pursuant to the COL Planning Permission;
"COL Development"	The erection of Affordable Housing on the Corporation of London Site, pursuant to the COL Site Planning Permission;
"COL Planning Permission"	Planning permission reference 10/AP/1923 for the development of 43 units of Affordable Housing on the COL Site;
"Communal Areas"	Those areas shown on Plan 5.
"Communities Facilities Contribution"	The sum of £56,475 (fifty six thousand four hundred and seventy five pounds) Index Linked to be paid by the Landowner and the Developer to the Council towards the provision and/or operation of community facilities to include the provision of Libraries, Community Centres, Bermondsey Community Centre, meeting halls, leisure facilities, childcare and cultural uses within a 1,000 metre radius of the Site;
"Construction WPC(s) and Employment Contribution"	The sum of £21,234 (twenty one thousand two hundred and thirty four pounds) Index Linked to be paid by the Landowner and the Developer to the Council for the provision of the Workplace Coordinator(s) and associated costs during the construction of the Development in accordance with Schedule 3;
"Contributions"	Administration Contribution, Archaeology Contribution, Affordable Housing Contribution, Air Quality Contribution, Community Facilities Contribution, Construction WPC(s) and Employment Contribution, Education Contribution, Health Contribution, Parking Excess Contribution, Public Open Space and Sports Development Contribution, Site Specific Transportation Contribution, Strategic Transport Contribution, Sustainability Coordinator Contribution, TfL Contributions, Training and Employment Contribution, and the Traffic Management Order Contribution
"Coach Drivers Facility"	The provision of restroom and changing facilities in the indicative location shown on Plan 8 for use by coach drivers dropping off and collecting passengers using the Cultural Space and for drivers of buses regulated by TfL;
"Council"	The party of the first part hereto which shall include its successors to its planning functions from time to time;
"Cultural Space"	<p>The proposed cultural floorspace which is to be provided as part of the Development in the area shown on the Cultural Space Plans which is to be</p> <ul style="list-style-type: none"> <li data-bbox="544 1711 1423 1774">(i) constructed and provided by the Landowner and Developer in accordance with the Cultural Space Specification; and</li> <li data-bbox="544 1807 1423 1901">(ii) let to an organisation or body previously approved by the Council which for the avoidance of doubt can include a partnership between the Landowner and the Council;</li> </ul>
"Cultural Space Facility Completion Notice"	A Certificate of Practical Completion to the Council that the Cultural Space has been Practically Completed;

**Show more on the map**

**Parking bays**

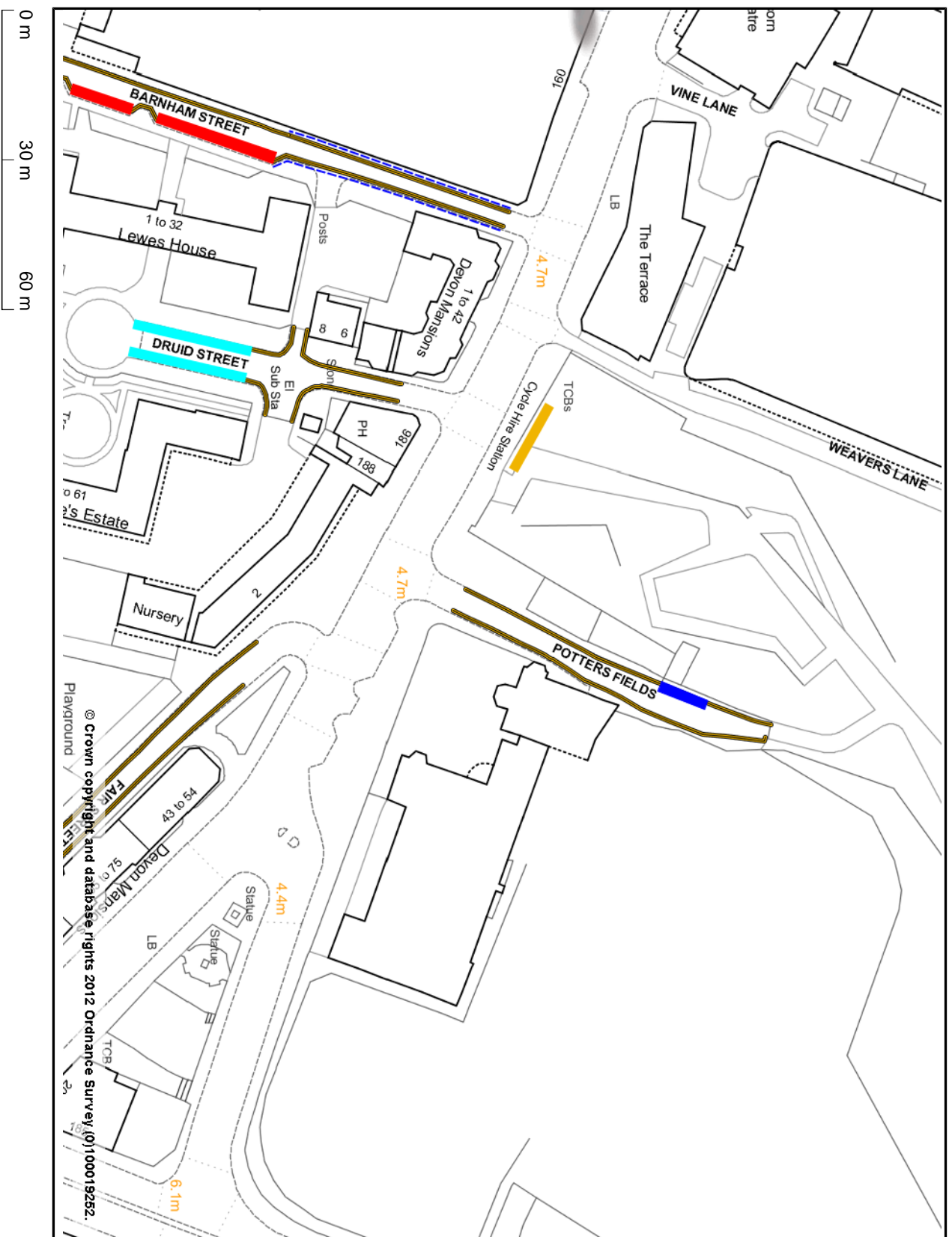
- Ind. Value with BAY\_TYPE
- Ambulance
- Car club
- Coach (short stay)
- Coach paid (phone or cash)
- Cycle hire
- Disabled
- Disabled (short stay)
- Doctor
- Electric vehicle recharging
- Loading only
- Loading only (goods vehicles)
- Motorcycle
- Paid (meter)
- Paid (phone or cash)
- Paid (phone)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

**Waiting, loading and stopping**

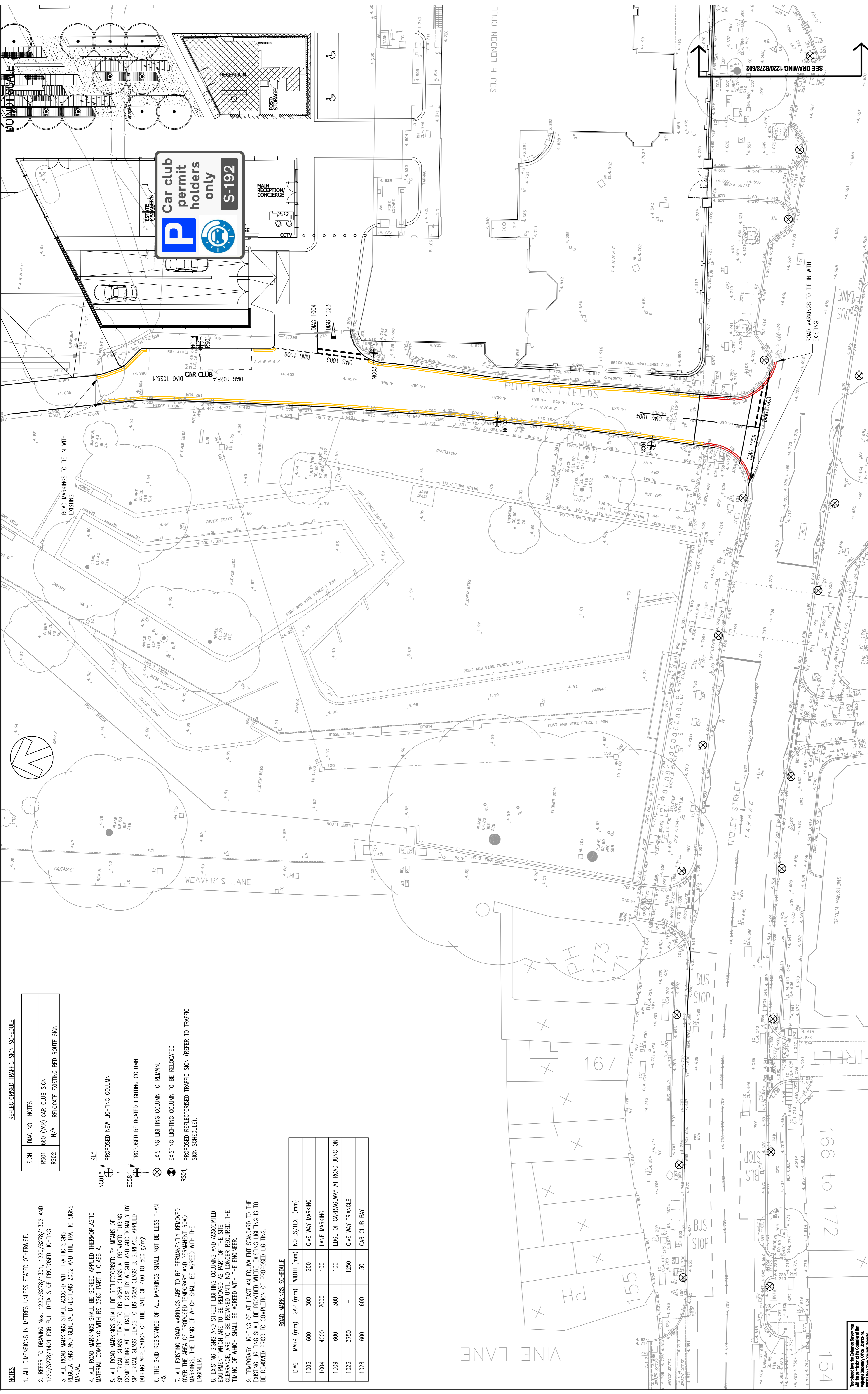
- Ind. Value with ROAD\_MARKING
- Double kerb stripe
- Double yellow line
- Single kerb stripe
- Single yellow line
- Yellow kerb stripe
- Zig zag

**Community Councils**

- Community Council boundaries



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REFLECTORISED TRAFFIC SIGN SCHEDULE

SIGN	DWG NO.	NOTES
RS01	B60	(WAR) CAR CLUB SIGN
RS02	N/A	RELOCATE EXISTING RED ROUTE SIGN

- KEY**
- NO011 # PROPOSED NEW LIGHTING COLUMN
  - EC550 # PROPOSED RELOCATED LIGHTING COLUMN
  - ⊗ EXISTING LIGHTING COLUMN TO REMAIN
  - ⊗ EXISTING LIGHTING COLUMN TO BE RELOCATED
  - RS01 # PROPOSED REFLECTORISED TRAFFIC SIGN (REFER TO TRAFFIC SIGN SCHEDULE).

ROAD MARKINGS SCHEDULE

DIAG	MARK (mm)	GAP (mm)	WIDTH (mm)	NOTES/TEXT (mm)
1003	600	300	200	5WE WAY MARKING
1004	4000		100	LANE MARKING
1009	600	300	100	EDGE OF CARRIAGEWAY AT ROAD JUNCTION
1023	3750	-	1250	5WE WAY TRIANGLE
1028	600	600	50	CAR CLUB BAY

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
2. REFER TO DRAWING Nos. 1220/S278/1301, 1220/S278/1302 AND 1220/S278/1401 FOR FULL DETAILS OF PROPOSED LIGHTING
3. ALL ROAD MARKINGS SHALL ACCORD WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002 AND THE TRAFFIC SIGNS MANUAL.
4. ALL ROAD MARKINGS SHALL BE SCORED APPLIED THERMOPLASTIC MATERIAL COMPLYING WITH BS 3882 PART 1 CLASS A.
5. ALL ROAD MARKINGS SHALL BE REFLECTORISED BY MEANS OF SPHERICAL GLASS BEADS TO BS 6088 CLASS A. PRE-MIXED DURING COMPOUNDING AT THE RATE OF 20% BY WEIGHT AND ADDITIONALLY BY SPHERICAL GLASS BEADS TO BS 6088 CLASS B. SURFACE APPLIED DURING APPLICATION OF THE RATE OF 400 TO 500 g/m<sup>2</sup>.
6. THE SKID RESISTANCE OF ALL MARKINGS SHALL NOT BE LESS THAN 45.
7. ALL EXISTING ROAD MARKINGS ARE TO BE PERMANENTLY REMOVED OVER THE AREA OF PROPOSED TEMPORARY AND PERMANENT ROAD MARKINGS. THE TIMING OF WHICH SHALL BE AGREED WITH THE ENGINEER.
8. EXISTING SIGNS AND STREET LIGHTING COLUMNS AND ASSOCIATED EQUIPMENT WHICH ARE TO BE REMOVED AS PART OF THE SITE CLEARANCE ARE TO BE RETAINED UNTIL NO LONGER REQUIRED. THE TIMING OF WHICH SHALL BE AGREED WITH THE ENGINEER.
9. TEMPORARY LIGHTING OF AT LEAST AN EQUIVALENT STANDARD TO THE EXISTING LIGHTING SHALL BE PROVIDED WHERE EXISTING LIGHTING IS TO BE REMOVED PRIOR TO COMPLETION OF PROPOSED LIGHTING.

**WSP**

WSP House, 70 Chancery Lane, London, WC2A 1AF  
Tel: +44 (0)20 7314 5000 Fax: +44 (0)20 7314 5099  
<http://www.wspgroup.com>

**PROJECT:** ONE TOWER BRIDGE

**ARCHITECT:** SQUIRE AND PARTNERS

**SCALE @:** 1:200

**DATE:** November 2014

**PROJECT NO.:** 1220-S278-501

**DRAWING NO.:** 11141220

**DATE:** November 2014

**PROJECT NO.:** 1220/S278/501

**DATE:** November 2014

**PROJECT NO.:** 1220/S278/501

**DATE:** November 2014

**FOR TECHNICAL APPROVAL**

REV	DATE	BY	DESCRIPTION	CHK	APP
F	06/09/13	AS	ROAD MARKINGS MERGED	AS	PH
E	07/02/13	AS	PROPOSED CLOUGH BAY REMOVED	AS	PH
D	22/11/12	DW	AMENDMENTS FOLLOWING SOUTHAM COMMENTS	AS	PH
C	29/06/12	NS	AMENDMENTS FOLLOWING ITS & SOUTHAM	AS	PH
B	22/02/12	AS	PROPOSED LIGHTING UPDATED	AS	PH
A	05/10/11	JT	INITIAL ISSUE	AS	PH

**SECTION 278 WORKS**

**ROAD MARKINGS, TRAFFIC SIGNS AND STREET LIGHTING**

**SHEET 1 OF 2**



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**BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST  
(OPEN)  
MUNICIPAL YEAR 2014-15**

**NOTE:** Original held by Constitutional Team (Community Councils) all amendments/queries to Tim Murtagh Tel: 020 7525 7187

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Councillor Bill Williams (Chair)	1	<b>Others</b>	
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Councillor Anood Al-Samerai	1	Elizabeth Olive, Audit Commission	1
Councillor Stephanie Cryan	1		
Councillor Catherine Dale	1		
Councillor Lucas Green	1	<b>Total:</b>	72
Councillor David Hubber	1	<b>Dated:</b> 10 July 2014	
Councillor Ben Johnson	1		
Councillor Sunny Lambe	1		
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