

# Bermondsey and Rotherhithe Community Council

Wednesday 28 January 2015

7.00 pm

Links Community Centre, 353 Rotherhithe New Road, London SE16 3HF

Theme: Transport

## 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: Tuesday 20 January 2015



## 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 - 11)	
	To confirm as a correct record the minutes of the meeting held on 29 November 2014.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	7.05pm
	<ul style="list-style-type: none"> <li>- Youth Community Council</li> <li>- Neighbourhood Fund</li> <li>- Southwark Safer Neighbourhood Board (SSNB)</li> <li>- Shad Thames Area Management Partnership (STAMP)</li> <li>- Public consultation on the latest revision of the Southwark statement of licensing policy</li> </ul>	
8.	<b>COMMUNITY SAFETY UPDATE</b>	7.20pm
	Local Police Teams	
9.	<b>TRANSPORT THEME ITEM</b>	7.30pm
	<ul style="list-style-type: none"> <li>• Transport for London presentation</li> <li>• Councillor Mark Williams, Cabinet Member for Regeneration, Planning and Transport</li> <li>• Discussion</li> </ul>	
10.	<b>NEW SOUTHWARK PLAN</b>	8.10pm
	Alison Squires, Planning Team Leader	
	Presentation	

Item No.	Title	Time
	BREAK - Opportunity for residents to talk to councillors and officers	8.25pm
11.	<b>CLEANER GREENER SAFER CAPITAL PROGRAMME 2015/16</b> (Pages 12 - 19)	8.40pm
	<b>Note:</b> This is an executive function	
	Councillors to consider the recommendations contained in the report.	
12.	<b>PUBLIC QUESTION TIME</b> (Page 20)	8.45pm
	A public question form is included at page 20.	
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	
13.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 21 - 31)	9.00pm
	<b>Note:</b> This is an executive function	
	Councillors to consider the recommendations contained in the report.	
14.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	9.05pm
	14.1. <b>RIVERSIDE TRAFFIC MANAGEMENT PROPOSALS</b> (Pages 32 - 59)	
	14.2. <b>SOUTHWARK PARK ROAD LOADING BAY</b> (Pages 60 – 77)	
15.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.10pm
	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 in March 2015.	

**Item No.**

**Title**

**Time**

Date: Tuesday 20 January 2015

## **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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### **ACCESSIBLE MEETINGS**

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

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

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

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

### **DEPUTATIONS**

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

**For a large print copy of this pack,  
please telephone 020 7525 7187.**



## BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL

MINUTES of the Bermondsey and Rotherhithe Community Council held on Saturday 29 November 2014 at 1.00 pm at St James Church, Thurland Road, London, SE16 4AA

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**PRESENT:**

- 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 Lisa Rajan
- Councillor Michael Situ
- Councillor Kath Whittam

**OFFICER  
SUPPORT:**

- Simon Phillips, Transport Policy Manager
- Leah Coburn, Group Manager Network Development
- Marian Farrugia, Community Council 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 Eliza Mann; and for lateness from

Councillors Evelyn Akoto and Michael Situ.

### 3. **DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

There were none.

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

There were none.

### 5. **MINUTES**

#### **RESOLVED:**

That the minutes of the meeting held on 17 September 2014 be agreed as a correct record of that meeting.

### 6. **DEPUTATIONS / PETITIONS (IF ANY)**

There were none.

### 7. **COMMUNITY SLOT**

#### **Youth Community Council**

Several members of the Youth Community Council (YCC) gave a presentation to the meeting. They explained that the recent issues the YCC had discussed included:

- Redevelopment at Harmsworth Quays
- Fisher Athletic rebuilding St Pauls football pitch
- New accommodation and shops in the Surrey Docks area

Generally young people in the area were positive about the new developments taking shape.

One issue of concern was the negative stereotypes that existed about young people being untrustworthy / careless. Such stereotypes were insulting and had a negative impact on the lives of young people. An example was highlighted about school students not being allowed into stores at certain times of the day to buy food.

The YCC sought to use effective social media to engage more young people in the democratic process.

#### **The Ship York Pub**

The chair announced that several local residents had requested a big thank you to Dussell and Lorraine Charalambous, who were retiring after having run the pub since 1977. During

that time they had done a lot of local charitable work. That included activities for Macmillan cancer support, helping out at the nearby old people's home, paying for coach trips in the community and assisting numerous individuals on a range of things over many years. The community council wished them well for the future.

### **Charity Trustees**

Southwark Council was looking for volunteers to become charity trustees on various charities operating in Southwark which provide financial assistance to residents in need, mainly pensioners. There were information packs available for anyone interested in applying.

### **Salter Statues campaign**

Councillor Catherine Dale, explained that there had been a lengthy campaign following the theft of the Doctor Salter statue from near The Angel pub in 2011. On 30 November 2014 at 2pm, a new statue would be unveiled. The replacement would have the addition of his wife Ada along with their daughter Joyce and pet cat. Donations from a range of community groups, individuals and match funding from the council had raised the necessary funding, much of which had gone on security measures.

### **Surrey Quays Shopping Centre and SE16 printworks**

Eleanor Wright, from British Land, explained that there were some forthcoming exhibitions and workshops taking place locally discussing the developments of the emerging master plan for the area.

### **Flood Risk Strategy**

The consultation on the Local Flood Risk Strategy is now available to the public and will end on Friday 6 February 2015. Consultation documents can be found at the council's webpage, local libraries, newsletters of tenants and residents associations and friends of parks. Residents are encouraged to review the documents and provide feedback.

### **2014 Poppy Appeal**

Gary Magold, poppy appeal coordinator, had advised the chair that the total raised so far in the area for 2014 was £11,203.44. That was a record amount for the area and a huge thank you goes out to all those who helped reach that sum.

### **NHS staff petition**

Councillor Richard Livingstone, highlighted as part of the meeting theme of health and wellbeing, the concerns of staff at Guys and St Thomas's hospital working in the pathology laboratories. The pathology jobs were being taken out of the NHS and privatised under a company named Viapath. Viapath was part of SERCO. A petition to help keep the pathology jobs in public hands was available to sign.

### **Raffle ticket**

The chair encouraged residents to complete the feedback forms. At the end of the meeting one of the forms would be drawn at random and the lucky person would win a family ticket to Southwark's Playhouse theatre.

### **The Friends of St James Churchyard**

In January 2015, the Friends of St James Churchyard would be launched. It would bring together people from the church, the community and the parks department.



### **St James Road**

Councillor Damian O'Brien explained that the road was currently a bit of a mess with some yellow lines drawn but not joined up. It was a safety issue for emergency vehicles and council officers were working on a solution.

## **8. COMMUNITY SAFETY UPDATE**

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

- Increase in cycle thefts around Grange ward, officers tackling problem
- Drugs warrant issued near Old Kent Road and address shut down
- Residents were encouraged to attend contact points at Canada Water library on Wednesdays and Thursdays 7 – 8pm, and Saturdays 2 – 3pm.

In response to concerns raised about recent violent crime in the area, Sgt Brown responded:

There had recently been a fatal shooting, believed to be a domestic dispute. The main suspect had been arrested. Unrelated to that incident there was a gang stabbing that was not life altering. Local gangs had been written to by the police with warning letters that identified members and suggested they change their lifestyle or face escalating enforcement.

Councillors thanked the police for assistance at recent football in the community training sessions. In the past some coaches had been threatened and a reassuring police presence helped all those wanting to take part in public sessions and similar events.

Sgt Brown said there had been a recent rise in violence with injury crimes, in the area. One recent change had been, that violent crimes were routinely assigned to experienced CID officers. The aim of that was to increase the likelihood of witnesses following through related matters within the criminal justice system to the courts.

Other matters highlighted by residents and councillors at the meeting:

- People setting fire to bins in Surrey Quays
- Recent Russia Dock Woodland assaults, someone had been arrested in connection with those crimes
- Docklands Settlement Youth Club would open in January 2015
- More local police officers were needed to stop the rise in violent crime and reassure residents

If anyone had any useful information they should phone Crimestoppers: 0800 555 111

## **9. BUDGET CONSULTATION EXERCISE**

Councillor Richard Livingstone, cabinet member for housing, explained that over the previous four years the council had lost about one quarter of the money that it had to spend. For the year ahead there was a budget gap of about £31 million. It was important

for the council to know what the people in the borough's priorities are.

Residents were invited during the break to take part in this year's budget consultation exercise. This involved a red and green cheques interactive session that enabled residents to show which areas of council spending they thought should be reduced and which areas should be protected in the future.

## 10. HEALTH AND WELLBEING

### **Southwark's economic and wellbeing strategy**

Councillor Stephanie Cryan, deputy cabinet member for financial inclusion, explained that Southwark's economic and wellbeing strategy had four core priorities:

- Supporting people into work
- Helping businesses grow and prosper
- Creating thriving town centres
- Promoting financial wellbeing.

The cabinet had agreed a number of civic promises. Among these were:

- A guarantee of education, employment or training for every school leaver
- Supporting 5,000 more local people into jobs
- Creating 2,000 new apprenticeships
- Doubling Southwark scholarships
- Establishing a new childcare commission
- Swimming and gym use free for residents
- Stop the spread of betting shops and payday lenders
- London living wage paid to all staff and an end to zero hour contracts.

### **Sally Causer, Southwark Citizens Advice Bureaux (CAB)**

Sally explained that Southwark's CAB was one of the first to open in the UK and 2014 was its 75<sup>th</sup> anniversary. The team had 29 paid staff and about 130 volunteers. Sally summarised some of the recent work:

- In 2013/14 Southwark CAB helped 12,591 local residents (8% more than 2012/13)
- Impact of legal aid cuts were impacting on CAB ability to assist clients
- Southwark CAB helped local residents to increase their income by almost £4million in the last year, mainly from grants, benefits and compensation claims
- Top 3 enquiries are Benefits (31%), Debt (22%), Housing (16%).

### **Money Savvy Southwark**

Sally explained it was a 5-year funded financial education project aimed at social housing tenants. Southwark CAB provided group and one to one sessions on the cost of credit and prioritising housing costs. The CAB also trained community champions to ensure they could effectively direct people to the right service. The CAB was looking for money champions in the community to provide advice. To find out more contact:

[sallycauser@southwarkcabservice.org.uk](mailto:sallycauser@southwarkcabservice.org.uk)

### **Southwark Cyclists**

Bruce Lyn of Southwark Cyclists, explained that every Saturday there was an organised

bike ride for those who were not confident cyclists. Some of these were from Canada Water. Cycling was an enjoyable exercise that was good for physical and mental wellbeing. It was also cheaper than travelling by public transport or car.

### **Southwark's Draft Cycling Strategy**

Simon Phillips, Transport Policy Manager, explained that consultation on the cycling strategy would run until 1 February 2015. The cycling strategy would be linked to the New Southwark Plan. New developments in the area would be aware of the cycling strategy and many would contribute to the schemes involved.

The Southwark spine would run the length of the borough, linking to the North-South Cycle Super Highway and running all the way to Dulwich. It would provide excellent facilities to encourage cycling for all. It would run on main roads in part, through green spaces and on quieter streets. The council had allocated £2 million for this route. The alignment was not yet fixed – residents were asked for their views.

Unlocking the cycle network:

- Identifying the missing links: the council needed to identify how to link up areas where conditions were good for cycling and to overcome barriers that separated them from other areas
- Improve the streets for walking: many of the improvements for cycling would also benefit walkers
- Visit [www.southwark.gov.uk/cyclingstrategy](http://www.southwark.gov.uk/cyclingstrategy) to download the draft cycling strategy, complete the online survey or log specific issues using the Interactive map tool
- Email [transport@southwark.gov.uk](mailto:transport@southwark.gov.uk) or phone 020 7525 4530 with specific questions or ideas, or if you would like to get involved.

### **Age UK**

Simone Morrison, Healthy Living Centre Manager Age UK Lewisham and Southwark, explained that Age UK was dedicated to making later life wonderful in whichever way possible. Age UK was currently promoting the warm and well programme. Many older people had to choose between heating and eating. Age UK was circulating information to help. The healthy living centre promoted health and wellbeing to the older person. It tried to reach people in difficulty before they fall or go to hospital. Exercise, healthy eating and socialising were encouraged. It was important that all neighbours looked out for older people in the community. Age UK had all sorts of useful information about available resources and advice.

Contact phone: 020 7237 0860 or email: [simone.morrison@ageuklands.org.uk](mailto:simone.morrison@ageuklands.org.uk)

### **Galleywall Nature Reserve**

Jane Stokes, Friends of Galleywall Nature Reserve (GNR), explained that GNR had been going for about 10 years. With support from volunteers, the council, big lottery and various groups the GNR had continued. There were sessions with schools to identify what lives in the wild. There had been sessions on window boxes, beekeeping and signage. There was a nature trail, a composting toilet, rainwater harvesting and a bug hotel. More volunteers were welcomed and needed.

### **Surrey Docks Farm**

Gary Jones, from Surrey Docks Farm, said there were constant improvements being made to the farm. The farm was for all to enjoy with a range of activities going on.

Generally, the farm worked with local communities and the people of Southwark to provide many unique opportunities for people to learn about farming and food production, and to be actively involved in the ongoing work of the farm.

Animals reared on the farm included a herd of goats, sheep, cattle, pigs, ducks, geese, chickens, turkeys, bees and donkeys. The herds, flocks and swarms were farmed with specific attention to animal welfare.

In response to questions on the cycling strategy presentation, the following points were made:

- The council was supporting the Brunel bridge project for the area
- The traffic monitoring had indicated that levels were stable but there was still congestion in the area. In 2015, officers hoped to return with plans for the Lower Road gyratory scheme
- Walking was the most important mode of transport and a walking strategy would be considered in the future. Cycling improvements should not be at the expense of pedestrian safety
- The council was working with the London cycling campaign on a bicycle loan scheme. There was also free cycle training / lessons programme.
- Residents were encouraged to have their bicycles security marked to protect them and to help the police track them down.

## 11. HIGHWAYS CAPITAL INVESTMENT 2014-15

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

Members considered the information contained in the report.

### RESOLVED:

1. That the following schemes be approved for capital investment:
 

• Clement Road footway	£21,784
• Drummond Road footway	£22,854
• Oldfield Grove carriageway	£19,854
• Ridson Street footway	£23,741
• Trothy Road carriageway	£28,800
• Finland Street footway	£26,584
• South Sea Street footway	£26,458
  
2. That the schemes for Grange and Livesey wards be considered at a future meeting.

## 12. PUBLIC QUESTION TIME

The following public questions were asked at the meeting:

1. Lots of estate agents signs were on display around the borough and many of those were retained even after the property had been sold or let. Who has the responsibility to ensure they are taken down.  
Councillor Al-Samerai responded that sometimes it was the council's responsibility as landlord. On private blocks the planning department could take action to have them taken down by putting pressure on estate agents or private landlords.  
Councillor Livingstone added that action should also be taken against developers who fly-poster.
2. In response to a question about more information being made available to residents about all the activities / places of interest in the Bermondsey area, Councillor Al-Samerai said that like minded residents were putting together a Bermondsey map that highlighted such things. A similar map had also been put together for Rotherhithe.
3. In response to a question about the highways capital investment item and its reference to investment in Grange Road, Councillor Ben Johnson said he would look into that further as a road for resurfacing.

## 13. LOCAL PARKING AMENDMENTS

### 13.1 SHOPPING PARADES ONE HOUR FREE PARKING

Leah Coburn, Group Manager Network Development, introduced the report.

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

The community council considered the information contained in the report.

#### **RESOLVED:**

That the following locations, detailed in the appendices to the report, be approved for consultation on the introduction of one hour free parking:

- Ilderton Road
- Plough Way
- Rotherhithe New Road
- Southwark Park Road (2 locations)

## 13 .2 WILLOW WALK

Leah Coburn, Group Manager Network Development, introduced the report.

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

The community council considered the information contained in the report.

### **RESOLVED:**

That the proposed parking revisions in Willow Walk, detailed in the appendices to the report, be approved for implementation, subject to the outcome of any necessary statutory procedures.

## 14. LOCAL TRAFFIC AND PARKING AMENDMENTS

### 14 .1 LOCAL PARKING AMENDMENTS OBJECTION DETERMINATION

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

The community council considered the information contained in the report.

### **RESOLVED:**

1. That the one objection, made in relation to proposed waiting restrictions on Rotherhithe Street, be rejected and that the proposals approved at the 21 July 2014 community council be implemented.
2. That the petition against the proposed waiting restrictions in Hatteraick Street and Brunel Road be rejected and that the proposals approved at the 21 July 2014 community council be implemented.

### 14 .2 ESTATE PARKING

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

The community council 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:

- 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 Traffic Management Order (TMO).
- Dickens Estate – Casby House to be included in an estate traffic enforcement scheme managed by Two Towers TMO.

### 14.3 POTTERS FIELDS BAYS

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

The community council considered the information contained in the report.

**RESOLVED:**

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

- Potters Fields – provide two new parking spaces for car club use and amend the existing traffic regulation order to revoke the existing loading bay.

### 15. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following discussions during the community slot about an issue raised by the Youth Community Council, the community council considered whether to submit a question to the Council Assembly meeting on 21 January 2015.

**RESOLVED:**

That the following question be submitted:

What is the council doing to address the stereotyping of young people by businesses?

### 16. PRIZE DRAW

A family ticket to a local theatre was won by a resident attending the meeting.

### 17. FILM ABOUT SOUTHWARK PARK

As the meeting finished a DVD played out about the local park.

The meeting ended at 3.50pm

**CHAIR:**

**DATED:**



<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Cleaner Greener Safer 2015/16: Capital Funding Allocation	
<b>Ward(s) or groups affected:</b>		Grange, Riverside, Rotherhithe, Rotherhithe Livesey, South Bermondsey, Surrey Docks	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. To approve the allocation of funds for the 2015-16 cleaner greener safer (CGS) capital programme in the Bermondsey and Rotherhithe Community Council area from the list of applications set out in Appendix 1.

## BACKGROUND INFORMATION

2. The council's CGS capital programme has been running since 2003.
3. In the first twelve years of the CGS programme, £30,393,000 has been allocated to community councils leading to 1,973 projects being approved.
4. In the Bermondsey and Rotherhithe Community Council area, £7,399,531 has been allocated to 406 projects, 365 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
  - Parks, community gardens, landscaping, tree planting and wildlife areas
  - Children's playgrounds, youth facilities, ball courts and cycle tracks
  - Lighting, security measures, pavements, streets, and tackling 'grot spots'
  - Grants to local groups to self-deliver projects

## KEY ISSUES FOR CONSIDERATION

6. There is £492,381 available for the 2015/16 CGS capital programme for new projects in the Bermondsey and Rotherhithe Community Council area.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public

benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

### **Policy implications**

11. The CGS programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

### **Community impact statement**

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The CGS programme is an important tool in achieving community participation.
14. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
  - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
  - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
  - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented.
17. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

### **Resource implications**

18. The funding for the 2015/16 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the launch of CGS capital programme 2015/16 report dated August 2014.
19. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
20. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
21. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example housing, parks, highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

### **Consultation**

24. All CGS projects require consultation with stakeholders, including the project applicant, local residents, tenants and residents associations and local community groups where appropriate.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

25. The allocation of the cleaner, greener, safer capital fund ('CGS') is an executive function, delegated by the leader to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that the Bermondsey and Rotherhithe Community Council approve the allocation of funds to the individual projects specified at Appendix 1. The power for this function is derived from Part 3H paragraph 11 of the constitution which states that community councils have the power of "approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
28. The cabinet member for transport environment and recycling approved the

funding for the 2015/2016 programme in August 2014 by exercising his powers under part 3D paragraph 2 of the constitution; and the community council approval being sought here is therefore the next constitutional step in the process.

29. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
30. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the community impact statement.

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

31. This report recommends approval of the allocation of funds for the 2015/16 CGS programme in the Bermondsey and Rotherhithe Community Council area from the list of applications set out in Appendix 1.
32. The strategic director of finance and corporate resources notes the resource implications contained within the report, and confirms that the capital funding for the CGS programme has been approved as part of the overall council capital programme.
33. Officer time and any other costs connected with this recommendation will be contained within existing budgeted revenue resources.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	<a href="http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798">http://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798</a>	Michelle Normanly 020 7525 0862

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Bermondsey and Rotherhithe Community Council Cleaner Greener Safer Capital programme 2015/16: Applications

### **AUDIT TRAIL**

<b>Lead Officer</b>	Strategic Director of Environment and Leisure	
<b>Report Author</b>	Michelle Normanly, Senior Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	15 January 2015	
<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 Resources	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	15 January 2015	

**Bermondsey and Rotherhithe Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

Reference	Proposal Name	Ward
400213	Green, Grow, Cook & Eat	All Bermondsey & Rotherhithe
357510	Improving Grange Road	Grange
358056	Traffic calming measures on Tanner Street	Grange
369953	Setchell Way walled and gated garden	Grange
372986	Tanner Street traffic calming measures	Grange
376453	Grange cycle hangers	Grange
376805	Community Hall tables	Grange
377150	Coloured lighting for The Shared sculpture and its rain garden	Grange
377908	Improved landscaping on Harold Estate / Pages Walk	Grange
377911	Bermondsey HGV Traffic Management	Grange
378115	Better Stevens Street	Grange
378170	Essential lighting for Leathermarket Gardens	Grange
378333	Positive Youth Swanmead Games Area Restoration Help Our Games Area	Grange
400211	Bermondsey Village Hall	Grange
400259	Tower Bridge Road arch	Grange
400255	Bermondsey hanging baskets 2015/16	Grange, Riverside, South Bermondsey
360461	Revamp of play area by Haredale/Havisham House	Riverside
364419	Bermondsey Spa Beauty Project	Riverside
366736	Regeneration outside Havisham House	Riverside
372067	Tower Bridge Primary School playground	Riverside
375109	Lupin Point forecourt improvements	Riverside
376558	Vertical Garden at Old SSAFA building	Riverside
376965	Lighting for Keetons Estate	Riverside
377484	Better community lighting	Riverside
377543	Much needed improved landscaping	Riverside
377863	Dickens Estate (DETRA) information, clean up and safety bid 1	Riverside
378535	Lockwood Square estate playground regeneration	Riverside
400244	Pattball	Riverside
400258	Tower Bridge Road arch	Riverside
400260	Dickens Estate (DETRA) information, clean up and safety bid 2	Riverside
400261	Dickens Estate (DETRA) information, clean up and safety bid 3	Riverside

**Bermondsey and Rotherhithe Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

<b>Reference</b>	<b>Proposal Name</b>	<b>Ward</b>
400262	Dickens Estate (DETRA) information, clean up and safety bid 4	Riverside
400269	Spenlow House basketball pitch resurfacing	Riverside
377871	Riverside Parents and Carers Association Soft Play	Riverside
400170	Peaceful Play & Safer Play	Rotherhithe
400178	Cumberland Wharf refurbishment	Rotherhithe
400179	Red Lion Youth Club	Rotherhithe
400180	Surrey Water bird identification board	Rotherhithe
354449	Cavendish School Outdoor Space Regeneration Project	Rotherhithe
361102	Plants for Jarman House	Rotherhithe
370974	Alfred Salter Primary School astro turf continued improvement programme	Rotherhithe
372855	Albion Street information board	Rotherhithe
372862	Information Board at Surrey Quays Road Metropolitan drinking trough	Rotherhithe
372866	Cathay Street/Fulford Street Thames Path upgrade	Rotherhithe
374846	Replenishing tree stock	Rotherhithe
376345	Hanging baskets for Albion Street SE16	Rotherhithe
376841	Irwell Green seating and planting	Rotherhithe
376887	All weather safe surface	Rotherhithe
377193	Canada Water nesting rafts	Rotherhithe
377398	Southwark Park improvements	Rotherhithe
377880	Adams Gardens Ball Court Extension	Rotherhithe
377909	Nesting discs in Albion Channel	Rotherhithe
378203	Public Realm Signage	Rotherhithe
378251	Pattball	Rotherhithe
378298	Addy House motorbike / moped parking rails	Rotherhithe
378306	Fenced and planted area outside Bradley House	Rotherhithe
378313	Addy House motorised gallows gate	Rotherhithe
400228	Removal of concrete maze	Rotherhithe
400235	Ainsty Estate notice boards	Rotherhithe
400239	Mayflower Garden in Mayflower T.A. Hall	Rotherhithe
400241	King George's Field sport pitch refurb	Rotherhithe
400242	Canada Estate planting	Rotherhithe
400267	Defibrillator for Canada Water Library	Rotherhithe
371109	Grow local network	Rotherhithe
376663	Silverlock safer bikes	Rotherhithe Livesey
400254	Tustin Estate bin stores	Rotherhithe Livesey

**Bermondsey and Rotherhithe Community Council  
Cleaner Greener Safer Capital programme 2015/16: Applications**

<b>Reference</b>	<b>Proposal Name</b>	<b>Ward</b>
400256	Livesey hanging baskets 2015/16	Rotherhithe Livesey
400173	Rouel Road Estate notice boards	South Bermondsey
366397	Manor Estate play area	South Bermondsey
366542	Manor Estate netting	South Bermondsey
368933	Rennie Estate phase 2	South Bermondsey
373334	Light up the Longfield	South Bermondsey
376027	Bermondsey Community Kitchen - van and catering wagon	South Bermondsey
400182	Multi-activity playground on the Longfield estate	South Bermondsey
376711	Galleywall Nature Reserve water tap	South Bermondsey
376809	Exercise for the community	South Bermondsey
377788	Bermondsey Lion makeover	South Bermondsey
400220	Bermondsey HGV Traffic Management	South Bermondsey
400162	River walk improvement	Surrey Docks
400166	Promoting bodyweight exercise in existing outdoor gym	Surrey Docks
357524	Surrey Docks Adventure Playground rejuvenation	Surrey Docks
377243	Boardwalk replacement at Lavender Pond	Surrey Docks
400198	Landscaping safety into Acorn Walk	Surrey Docks
400202	Chicane/iron adjustments Acorn Walk (submitted with Landscape safety into Acorn Walk)	Surrey Docks
400206	Surrey Docks nesting rafts	Surrey Docks
378084	Russia Dock Woodland Rain Shelter	Surrey Docks
378141	Aristotle Pedibikes	Surrey Docks
400221	Public Realm Signage	Surrey Docks
400264	Refurbishing the planting bed at Redwood Close	Surrey Docks
400265	Surrey Water bird identification board	Surrey Docks
400266	Replenishing tree stock	Surrey Docks
378079	Aristotle Project	Surrey Docks



**Bermondsey and Rotherhithe Community Council**

**Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

**Please hand this form at the meeting to Tim Murtagh, Constitutional Officer or Marian Farrugia, Community Council Development Officer.**

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Grange, South Bermondsey and Rotherhithe	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Pages Walk – install double yellow lines at all vehicle entrances off Pages Walk to provide access at any time and along the east side between Willow Walk and Grange Road.
  - Raymouth Road – install double yellow lines adjacent to an existing vehicle crossover that will improve sight lines at No.38.
  - St James’s Road – install double yellow lines to prevent parking on one side (west side) to improve traffic flow and that the temporary double yellow lines at the junction with Blue Anchor Lane are made permanent.
  - Cadet Drive – install double yellow lines adjacent to a vehicle crossover that provides access to off-street parking.

### BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for four local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.

5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

### **Pages Walk**

6. The parking design team was contacted by Councillor Green on behalf of one of their constituents who reported that access into Guinness Square was being inhibited due to parking taking place at the entrance to the square from Pages Walk.
7. Pages Walk is located within Grange (GR) controlled parking zone which operates Monday to Friday 8am – 6.30pm. These hours of operation apply to all parking bays and to single yellow lines, unless signed otherwise. Double yellow lines operate at any time (24/7).
8. The entrance to Guinness Square has an existing single yellow line that operates during zone hours, such restrictions are enforced by the council's Civil Enforcement Officers (CEO). Outside of these hours, parking is not restricted by the single yellow line however obstruction of the highway remains an offence but can only be enforced by the police. Such matters are usually of low priority to the police.
9. An officer carried out a site visit on 17 September 2014. It was identified that vehicles should not be parked at this junction (as per Highway Code) and that the existing single yellow line may cause some ambiguity of whether or not it was acceptable to park in the location outside of zone hours (ie overnight and at weekends).
10. Officers therefore recommend that the single yellow line is changed to a double yellow line to clearly show that parking is not acceptable at any time at a junction and also to enable enforcement by the council's CEOs outside of zone hours.
11. During the site assessment, it was noted that various other locations in Pages Walk have a single yellow line (implying that overnight / weekend parking is acceptable) but, in fact, those locations cannot safely accommodate parking. In the interests of consistency, officers further recommend that each of these locations should be changed from a single to a double yellow line so as to avoid any ambiguity about whether or not it is safe to park.
12. It is noted that single and double yellow lines both provide the same allowances for loading and unloading to take place.
13. Furthermore, opportunity has been identified to provide an additional parking bay outside Nos.22/20 which currently has a single yellow line that was once in situ to protect a (now removed) vehicle crossover.
14. It is therefore recommended, as shown in Appendix 1, that the existing single yellow lines are converted to double yellow so that access to the above vehicle entrances are maintained at any time. It is also recommended that the single yellow line outside Nos.22/20 is removed and shared use parking bays extended.

### **Raymouth Road**

15. The owner of the Olive Oil Company contacted the Council to request that the existing double yellow lines outside the entrance their yard be extended to improve the sight lines for exiting vehicles.
16. Raymouth Road has commercial properties located in the railway arches along its entire length on the south side. On the opposite side there are residential properties which are included in the South Rotherhithe (N) controlled parking zone.
17. An officer carried out a site assessment on the 17th September 2014, and met with the owner of the Olive Oil Company when it was noted that no vehicles were parked reducing the sight lines. The owner has however provided evidence of large vehicles parked on the existing loading only bay. In addition there is an electrical substation building adjacent to the front of the yard and this also has the effect of reducing visibility.
18. In view of the above it is recommended, as shown in Appendix 2, that the existing loading only bay is reduced by 8.5 metres and that double yellow lines are installed to prevent parking at any time and to improve sight lines.

### **St James's Road**

19. The parking design team was contacted by Cllr Al-Samerai and separately by residents asking that the council, as a high priority, to install double yellow lines to improve junction safety and traffic flow along St James's Road between the railway viaduct and Alexis Street.
20. Officers carried out two site visits to observe the parking patterns taking place in the area. It was noted that vehicles were parking in locations that reduced sight lines at the junction with Blue Anchor Lane and reduced the effective carriageway along St James's Road.
21. Vehicles at the junction of Blue Anchor Lane and St James's Road were parked on the junction reducing the sight lines for pedestrians and making crossing at this junction difficult for pedestrians.
22. In October 2014 and in view of the urgency of this safety problem, the Road Network and Parking Team agreed to make a temporary traffic order under Section 14 of the Road Traffic Regulation Act for new double yellow lines. Section 14 provides the council with the power to introduce temporary restrictions without statutory consultation where it is considered that there is a likelihood of danger to the public. Approval for such orders is also delegated to officers (and not the community council) and therefore the restriction could be introduced relatively quickly.
23. The effect of the order was to introduce yellow lines at the junction of Blue Anchor Lane and St James's Road, extending from the railway viaduct (both sides) to the pedestrian overbridge. The objective was to prevent obstructive and dangerous parking and to allow enough forward visibility to enable vehicles to stop and wait for oncoming vehicles.

24. This approach was an unusual step to be taken by the council. It is usually only applied where work is taking place on or adjacent to the highway and it reflects our concerns about safety at this junction.
25. The second issue raised was congestion on the highway as the carriageway is too narrow to support parking on both sides and allow two-way traffic. St James's Road is a main route for vehicles from Jamaica Road to Southwark Park Road and the traffic volume is high.
26. In view of this it is recommended, as shown in Appendix 3, that the temporary double yellow lines at the junction with Blue Anchor Lane are made permanent and double yellow lines are installed on the west side of St James's Road to prevent obstructive parking and improve traffic flow at any time.

### **Cadet Drive**

27. The parking design team was contacted by a resident who asked that double yellow lines be installed to protect the off-street resident parking.
28. Cadet Drive is residential and many of the properties have off-street parking. It is on the boundary of Grange (GR) controlled parking zone.
29. An officer carried out a site visit on 13 November 2014, where it was noted that vehicles were parked in front of the dropped kerbs for the off-street resident parking bays.
30. Cadet Drive is closed to through traffic and this area in front of the off-street parking is a turning head made up of two arms. At present there are no restrictions and vehicles are parking inconsiderately preventing residents from parking in their off street parking bays.
31. It is therefore recommended, as shown in Appendix 4, that double yellow lines are installed to allow access at any time to the off-street parking bays and ensure that the turning head is kept clear.

### **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 effect 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 pursue overall traffic reduction
  - Improving road safety, in particular for vulnerable road users, on the public highway
39. Providing improved access for key services such as emergency and refuge vehicles.
40. Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

42. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
43. 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.
44. 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.
45. 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.
46. 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.
47. These powers must be exercised so far as practicable having regard to the

following matters

- the desirability of securing and maintaining reasonable access to premises
- 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
- the national air quality strategy
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- any other matters appearing to the council to be relevant.

### **Consultation**

48. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
49. 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.
50. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
  - publication of a proposal notice in the London Gazette
  - display of notices in roads affected by the orders
  - consultation with statutory authorities
  - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
  - a 21 day consultation period during which time any person may comment upon or object to the proposed order.
51. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
52. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

### **Programme timeline**

53. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:
- Traffic orders (statutory consultation) – March to April 2015

- Implementation – May to June 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

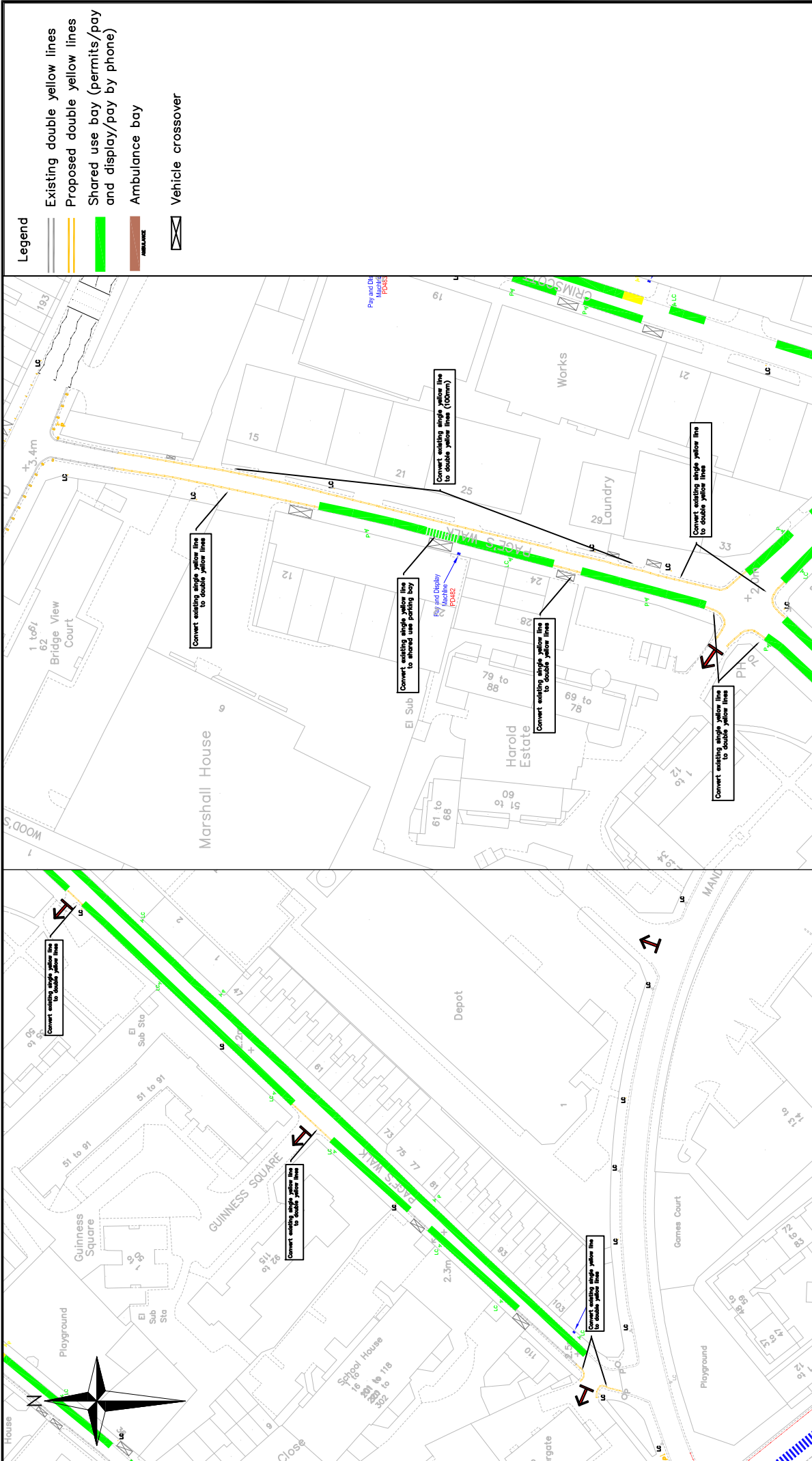
## APPENDICES

No.	Title
Appendix 1	Pages Walk – install double yellow lines
Appendix 2	Raymouth Road – install double yellow lines
Appendix 3	St James's Road – install double yellow lines
Appendix 4	Cadet Drive – install double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Head of Public Realm - Des Waters	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	15 January 2015	
<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>	15 January 2015	

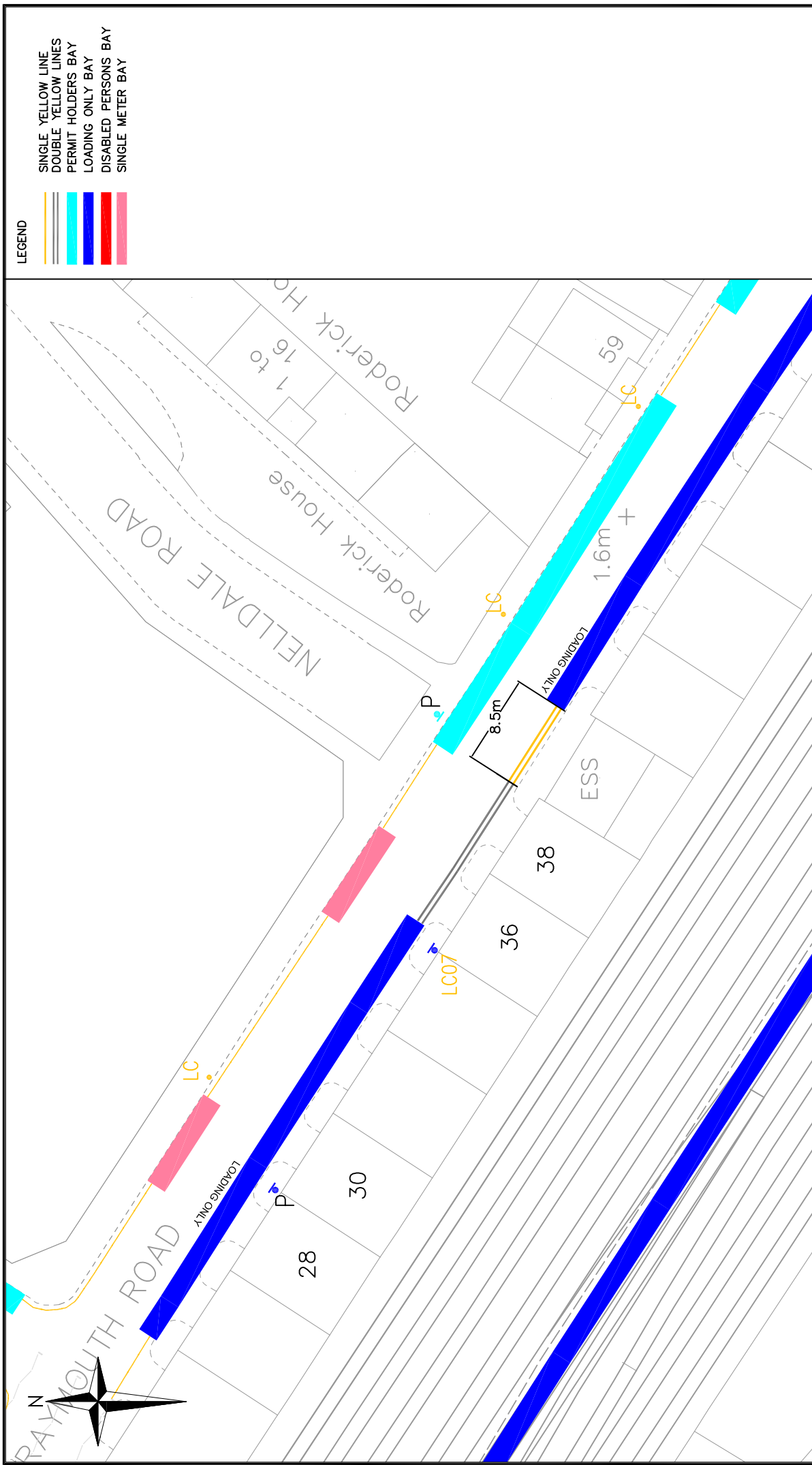





- Legend**
- Existing double yellow lines
  - Proposed double yellow lines
  - Shared use bay (permits/pay and display/pay by phone)
  - Ambulance bay
  - Vehicle crossover


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>1415 LOCAL PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>		
		Drawing Title <b>PAGES WALK                  PROPOSED DOUBLE YELLOW LINES</b>	Ward(s) <b>GRANGE</b>		
		Date 08/09/14	Scale 1:1250 @ A4	Chk TW	App TW
		Dwg No. 1415Q3006	Status APPENDIX 1	Rev A	Description © Crown copyright and database rights 2014 Ordnance Survey (0100019292)
				Rev A	Dm Chk App

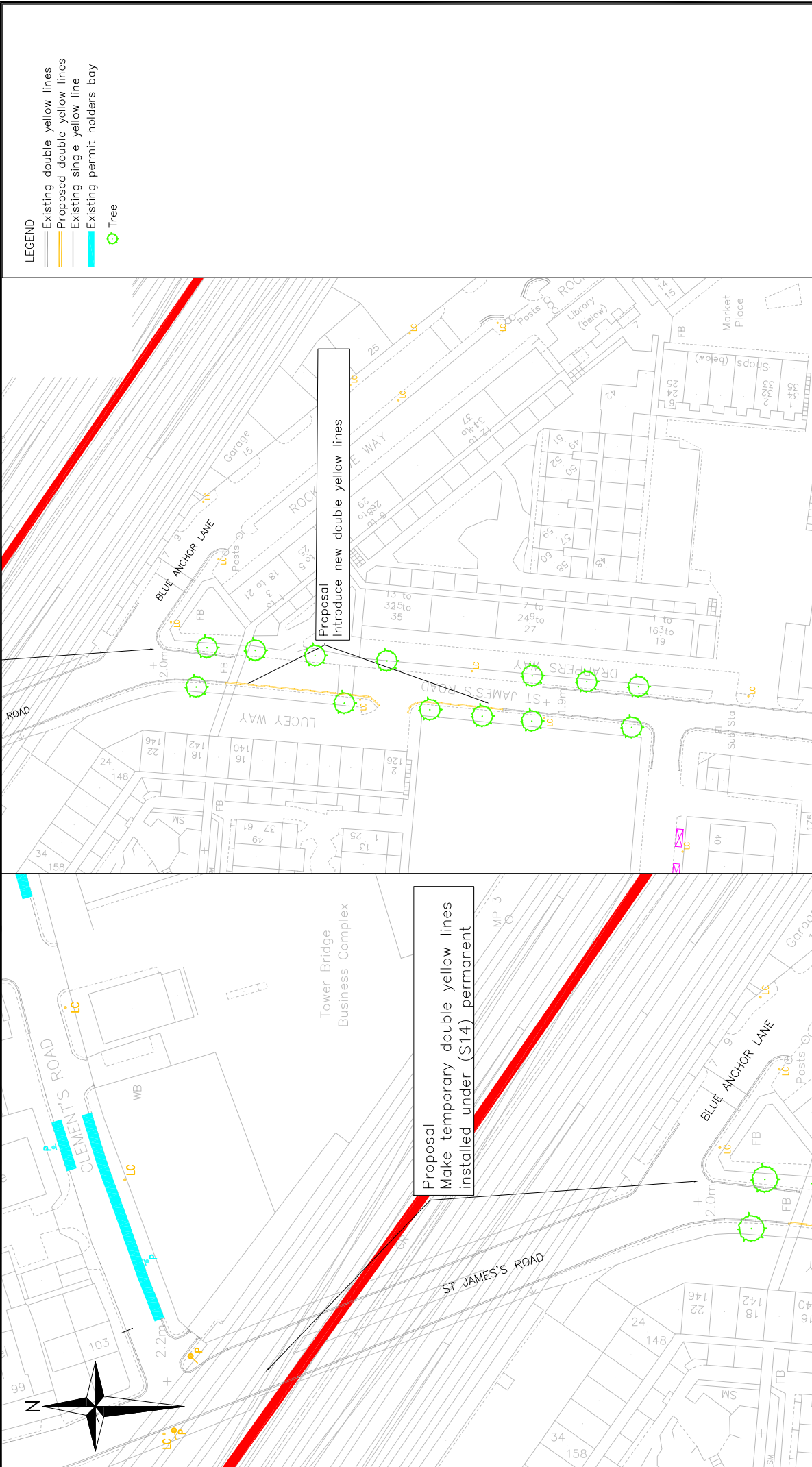
\\bush-c01-nsl\GIS\Share\NET\_Library\PROJECTS\2012-13\1008 - 08 CPZ (4th stage)\09 - Documents, Reports & Drawings\As built drawing\008\_Pg\_C1\_10.dwg



LEGEND

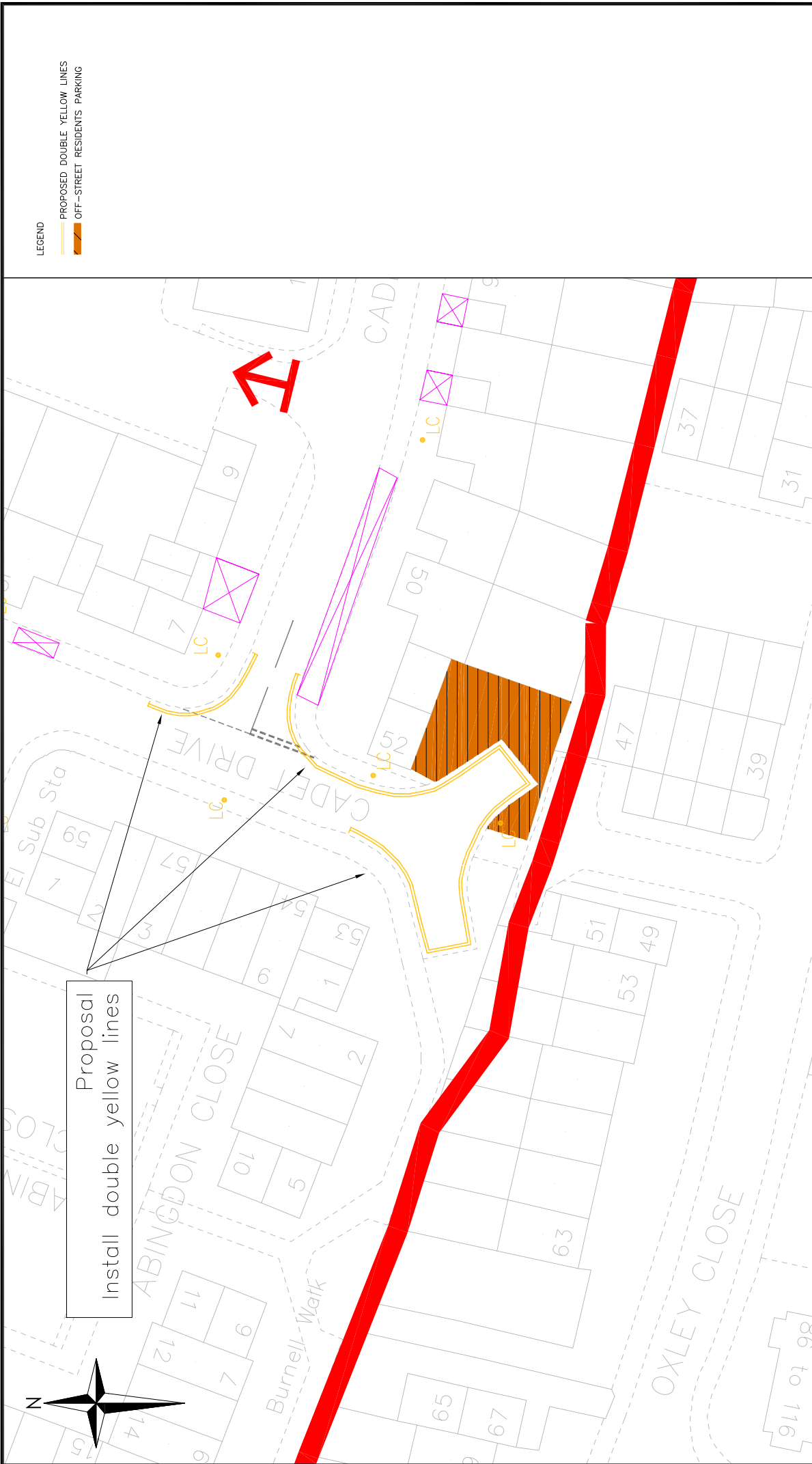
-  SINGLE YELLOW LINE
-  DOUBLE YELLOW LINES
-  PERMIT HOLDERS BAY
-  LOADING ONLY BAY
-  DISABLED PERSONS BAY
-  SINGLE METER BAY

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>141503 LOCAL PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>	Rev Date Description
		Drawing Title <b>RAYMOUTH ROAD                  PROPOSED DOUBLE YELLOW LINES</b>	Ward(s) <b>ROTHERHITHE</b>	Scale <b>1:500 @ A4</b>
			Date <b>17/09/14</b>	Drn <b>MH</b>
			Dwg No. <b>141503_011</b>	Drn <b>MH</b>
			Status <b>APPENDIX 2</b>	Drn <b>MH</b>
			Rev <b>A</b>	Drn <b>MH</b>




- LEGEND**
- Existing double yellow lines
  - Existing single yellow line
  - Existing permit holders bay
  - Tree

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p><a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a></p>				<p>Project</p> <p><b>141503 LOCAL PARKING AMENDMENTS</b></p> <p>Drawing Title</p> <p><b>ST JAMES'S ROAD PROPOSED DOUBLE YELLOW LINES</b></p>		<p>Community Council</p> <p><b>BERMONDSEY AND ROTHERHITHE</b></p> <p>Ward(s)</p> <p><b>SOUTH BERMONDSEY</b></p>		<p>Date</p> <p>18/09/14</p> <p>Scale</p> <p>1:500 @ A4</p> <p>Dwg No.</p> <p>141503_014</p> <p>Status</p> <p>APPENDIX 3</p>		<p>App</p> <p>TW</p> <p>Rev</p> <p>A</p>		<p>Drn</p> <p>MH</p> <p>Chk</p> <p>TW</p>		<p>Rev</p> <p>Date</p> <p>Description</p>		<p>Chk</p> <p>App</p>	



LEGEND  
 PROPOSED DOUBLE YELLOW LINES  
 OFF-STREET RESIDENTS PARKING

Proposal  
 Install double yellow lines

Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1415Q3 LOCAL PARKING AMENDMENTS	Community Council BERMUNDSEY AND ROTHERHITHE		Date 11/11/14	Scale 1:500 @ A4	Dwn MH	Chk TW	App TW
		Drawing Title CADET DRIVE PROPOSED DOUBLE YELLOW LINES	Ward(s) SOUTH BERMUNDSEY	Dwg No. 1415Q3022	Status APPENDIX 4	Rev A	Description Description	Date Date	Drn Drn

<b>Item No.</b> 14.1	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Riverside Traffic Management Proposals	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATION**

1. That the Bermondsey and Rotherhithe Community Council comment upon the following recommendations that are due to be made to the cabinet member for regeneration, planning and transport:
  - In light of the positive consultation outcome (76% support) for the retention of the existing traffic management measures including the one-way restrictions in Pottery street and Wilson Gove, it is recommended that the scheme is retained on a permanent basis (subject to statutory consultation).

**BACKGROUND INFORMATION**

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the Cabinet Member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. A previous report was approved by the Cabinet Member in March 2013 to proceed with the scheme on a trial basis.
6. The Riverside traffic management proposals, including one-way restrictions in Pottery Street and Wilson Grove, were implemented in 2012 on a trial basis. It is now proposed to make the arrangements permanent and a further public consultation has been undertaken to gauge support in the local community for this.

**KEY ISSUES FOR CONSIDERATION**

7. The scheme is considered a success since traffic volumes and speeds have reduced throughout the study area.

8. Informal public consultation took place with all residents and businesses within the consultation area from the 24<sup>th</sup> November 2014 until the 22<sup>nd</sup> December 2014.
9. Overall, support from respondents to the consultation is 76% for permanent retention of the scheme.
10. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix 1.

### **RECOMENDATIONS TO THE CABINET MEMBER FOR REGENERATION, PLANNING AND TRANSPORT**

11. On the basis of the results of the public re-consultation the Cabinet Member is recommended to approve the retention of the existing traffic management measures in Pottery Street and Wilson Grove (subject to formal statutory consultation).

#### **Policy implications**

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

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

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

#### **Community impact statement**

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

#### **Resource implications**

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is however noted that this project is funded by the 2014/2015 LIP programme which an allocated budget of £100K for scheme reviews. Part of this £100K will be utilised to pay for the cost of consultation, officer time and drafting / advertising of the relevant traffic management orders.

#### **Consultation**

16. Ward members were consulted prior to commencement of the consultation.
17. Informal public consultation was carried out in November / December 2014, as

detailed above.

18. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the Cabinet Member for Regeneration, Planning, and Transport following this community council meeting.
19. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

## BACKGROUND DOCUMENTS

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

## APPENDICES

No.	Title
Appendix 1	Riverside Traffic Management Consultation Report

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Matthew Hill, Public Realm Programme Manager	
<b>Version</b>	Final	
<b>Dated</b>	6 January 2015	
<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>	15 January 2015	

# London Borough of Southwark



## Riverside Traffic Management Measures

### Public Consultation Summary

January 2015



## London Borough of Southwark

### Riverside - Traffic Management Proposals

## Public Consultation Summary Contents

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## 1.0 Introduction

### 1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group to provide a summary of the re-consultation exercise for the proposed retention of the experimental traffic management measures that were introduced 18 months ago in Pottery Street and Wilson Grove. The traffic management measures are located in Riverside Ward and their objective was to reduce the occurrence of rat running traffic during peak periods. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord, London Borough of Southwark, Council Offices, 160 Tooley Street, SE1P 5LX.

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

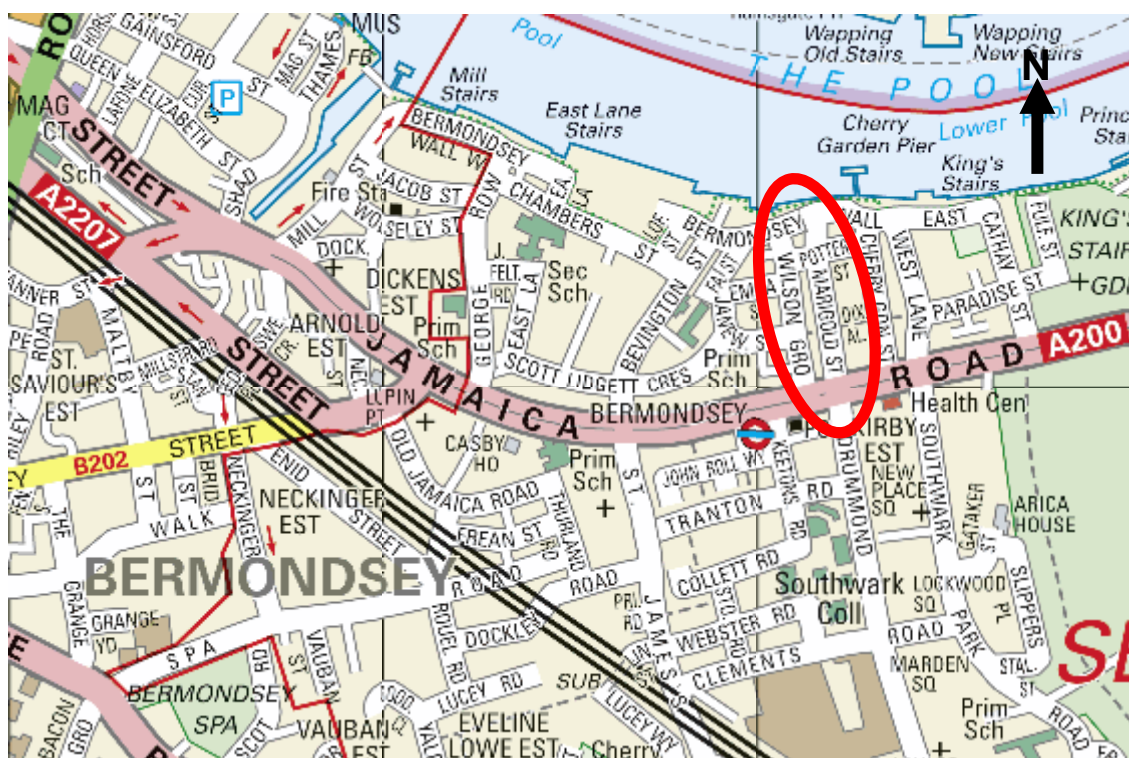


Figure 1: Location of experimental traffic management measures

### 1.2 Project and Background

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

1.2.2 In the summer of 2012, the council introduced the trial, one-way traffic management measures in Pottery Street and Wilson Grove that were designed

to assist with reducing non-local traffic using residential streets in afternoon peak periods to bypass traffic congestion in Jamaica Road. The council is now writing to local residents and stakeholders to consult if the traffic management measures should be made permanent.

- 1.2.3 During the course of the last 18 months, the council has evaluated the impact of the traffic management measures on traffic flows and speeds in streets to the north of Jamaica Road. The results indicate that there has been a significant reduction in traffic volume traversing local streets, as well as a reduction in vehicle speeds during the afternoon weekday periods from 16:00-20:00. The monitoring results are displayed in the table below.

Monitoring Results (Weekdays 16:00- 20:00)				
	Before		After	
Road Name	Speed (mph)	No. of Vehicles	Speed (mph)	No. of Vehicles
Wolsely Street (EB)	23.7	162	20.1	101
Chambers Street (EB)	24.3	159	22.5	114
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West Lane (SB)	24.1	247	23.5	41
Bermondsey Wall East (EB)	23.8	387	19.7	119
Cathay Street (SB)	25.6	368	22.8	108

■ Streets to the west of Wilson Grove  
■ Streets to the east of Wilson Grove

Figure 2: Post-implementation survey results

- 1.2.4 Preventing vehicles from using Pottery Street to access residential streets to the east has resulted in an average 75% reduction in vehicle volumes during the afternoon peak periods and a 2.5mph reduction in speeds. Streets to the west of Wilson Grove also have significantly lower traffic volumes and lower vehicle speeds as a result of the trial traffic management measures.
- 1.2.5 If the measures are made permanent, then the one-way restrictions will be enforced using a static ANPR camera to ensure contraventions of the one-way regulations are minimised.

### **1.3 Consultation Procedure**

- 1.3.1 The views of the local community and those of statutory consultees have been sought as part of this re-consultation exercise. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix A – Consultation Documents).
- 1.3.2 The consultation document included a covering letter with the post-consultation monitoring results and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply envelope.
- 1.3.3 The consultation document was delivered to a geographical area bounded by Jamaica Road in the south, Tower Bridge Buildings in the west, Bermondsey Wall to the north and Fulford Street in the east, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix B – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix C of list of addresses within the distribution area.
- 1.3.5 The consultation documents were delivered by Royal Mail to 2555 addresses detailed within the distribution list. The documents were delivered on the 24<sup>th</sup> November 2014, with a return deadline of the 22<sup>nd</sup> December 2014, allowing 4 weeks for the consultation period. However, consultation responses were considered for one further week after the prescribed deadline on the consultation document.

## **2.0 Consultation Responses**

### **2.1 Response Rate and Distribution**

- 2.1.1 A total of 229 responses were received during the consultation period, equating to an 8.7% response rate. The majority of responses were received by returned questionnaires (211), with the remaining 18 responses received on the consultation webpage. Sixteen responses were classed as anonymous.
- 2.1.2 No formal responses were received from statutory consultees during the consultation period.

### **2.2 Questionnaire Analysis**

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

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

**Q2.** Would you like to retain the traffic management measures?

2.2.2 The following is a summary of replies received:

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

	Resident	Business
Replies	221	8
Total	96.5%	3.5%

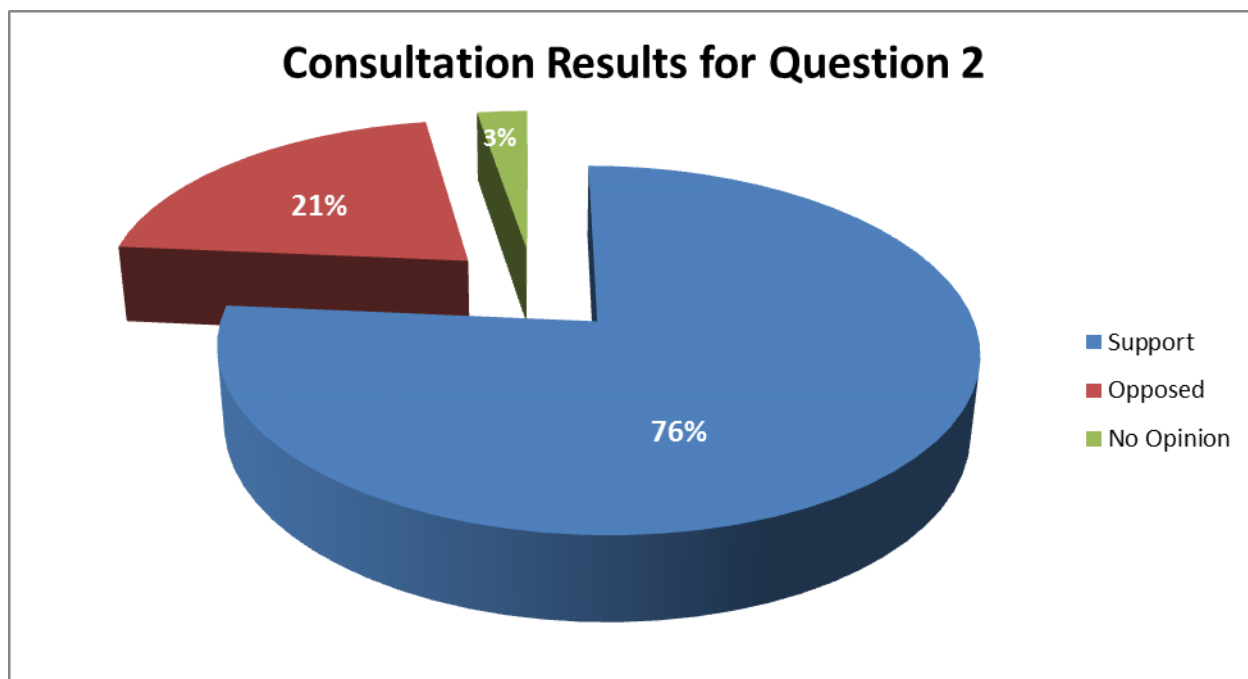
**Table 1: Returned questionnaire results for question 1**

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

**Question 2 – Would you like to retain the traffic management measures?**

	Support	Opposed	No Opinion
Replies	175	48	6
Total	76%	21%	3%

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



**Figure 3: Consultation questionnaire results for question 2**

2.2.4 The above graph and table indicate a majority of support for retention of the existing traffic calming measures, with 76% support detailed in returned consultation questionnaires.

### 2.3 Additional Comments

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

2.3.2 The majority of respondents (76%) highlighted full support for the retention of the experimental traffic management measures, indicating that improvements were welcome and have reduced traffic volumes and improved road safety.

2.3.3 Many respondents highlighted that the benefits are outstanding for both safety and health. The scheme has created a far safer environment for all people in the area during the afternoon rush hour and should be made permanent.

2.3.4 A number of comments in support also discussed that the traffic management measures provided and 'Excellent one way system that benefits the entire neighbourhood; well-done Southwark council.'

2.3.5 A comment was received from a local resident stating that 'with two children attending Riverside Primary School, it is a relief to see the scheme being made permanent, as it is a lot safer to walk in the area.'

2.3.6 A number of respondents outlined that the measures have made the neighbourhood noticeably quieter, especially during peak hour and have greatly reduced noise in the surrounding area and volume of traffic.



- 2.3.7 A respondent highlighted that vehicles no longer come speeding around corners, endangering pedestrians and children.
- 2.3.8 A comment was received stating that the scheme had resulted in fewer cars and more space for cycling.
- 2.3.9 A number of respondents commented that the difficulty accessing the area from the Rotherhithe Tunnel is much less than the advantage of having a much quieter area as a result of the restrictions in Pottery Street and Wilson Grove.
- 2.3.10 A number of respondents raised concerns that a significant number of vehicles are still driving the wrong way through the one-way system, particularly in Pottery Street and that camera enforcement is essential. \*

\* In response, if the traffic management measures are made permanent, then a static enforcement camera will be installed on a permanent basis. This enforcement measure will automatically issue a PCN to any vehicle contravening the one-way working prohibition (at any time of the day). Until such time as the camera is implemented, the mobile camera enforcement vehicle will periodically attend site in peak periods to enforce the restrictions in Wilson Grove and Pottery Street.

- 2.3.11 A number of requests were made to do more to enforce the existing 20mph zone.\*

\* In response, the post-implementation survey results highlight that there has been an average 2.5mph speed reduction in residential streets to the north of Jamaica Road following the introduction of the 20mph zone and it is therefore not envisaged that further self-enforcing traffic calming measures are required.

- 2.3.12 A number of requests were made for further vertical deflection traffic calming (speed bumps), particularly in Wolsely Street, George Row, Wet Lane and Chambers Street.\*

\*In response, as highlighted above, the introduction of the 20mph zone has effectively reduced the average speed of vehicles in local streets to the north of Jamaica Road and therefore the introduction of further measures is no currently warranted. In addition, the funding allocation provided would not cover the cost of installing these additional measures.

The council will continue to monitor the scheme and if there are locations where excessive traffic speeds are recorded on a regular basis above the 20mph limit, then further investigations can be undertaken to ascertain the most appropriate measure to assist with curtailing traffic speeds further. It must also be noted that the current allocation of this scheme would not cover this work and therefore additional funding would have to be either sourced from TfL or via the council's CGS programme.

- 2.3.13 A number of residents highlighted problematic / unsafe road junctions in the area that in their view require changes to road layouts or further safety measures.

These included the junction of Chambers Street and Bevington Street and the junction of Wolseley Street and George Row.\*

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

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

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

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

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

2.3.16 A number of requests were made to make Cathay Street no entry southbound from the junction of Pilgrimage Street, as drivers are still using West Lane, Pilgrimage Street and Cathay Street to by-pass a section of Jamaica Road. \*

\* In response, there are no current plans to introduce further traffic management measures as part of the current scheme. Cathay Street has seen a 71% reduction in afternoon peak traffic volume following the implementation of the one-way working of Pottery Street and Wilson Grove, and therefore based on the current data, no further traffic management measures in Cathay Street are required to reduce traffic volumes.

2.3.17 A number of requests were made for local residents to have a 'exemption pass' to allow them to travel eastbound along Pottery Street to access their homes. \*

\* In response, this request is not being considered as it would be totally unmanageable / unenforceable and carry significant road safety risks with westbound road users, pedestrians and cyclists in Pottery Street not expecting vehicles approaching from the west.

2.3.18 A request was made for additional traffic calming around the Riverside Primary School, as vehicles still speed in the adjacent roads. \*

\* In response, all roads in the area have experienced reduced traffic volumes and speeds as a result of the experimental traffic calming measures. However, these concerns have been passed to the Safer Routes to School officer in order for review and if further measures to assist pedestrian accessibility and safety could potentially be covered in the school's travel plan.

2.3.19 A number of concerns were expressed regarding the amount of time it takes to access roads to the east of the one-way section of Pottery Street in the afternoon peak due to congestion on Jamaica Road. \*

\* In response, before the introduction of the traffic management measures, vehicle counts indicated the traffic volumes for Bermondsey Wall East between Marigold Street and Cathay Street have up to 400 vehicles per hour in the PM Peak (4pm – 6pm) and 85% percentile speeds well in excess of 20mph. Preventing west to east travel has significantly reduced traffic volume and average vehicle speeds, making the streets in the area quieter and safer for local residents.

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

Whilst it is recognised that journey times for local residents accessing their homes during the afternoon peak period have increased as a result of the proposals, it is evident that the overall benefit to the community and the environment, by reducing traffic volumes by an average of 75% outweigh the slight inconvenience of an extended journey time.

2.3.20 A summary of additional comments from residents that objected to the retention of the traffic management measures highlighted the following concerns:

***A number of objections were received indicating that the bus lanes in Jamaica Road should either be removed or can be used at certain times of the day.*** \*

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

Outside of peak times, congestion on Jamaica Road is minimal and therefore allowing general traffic to use the bus lanes during these times would not result in any significant reduction in congestion or improve journey times.

The bus lanes can also be used by cyclists, enabling them to be separated from general traffic flows which is particularly pertinent for a high volume, 30mph carriageway. Removal of the bus lanes would therefore potentially create a safety concern for this user group and is in contradiction to the directives in the Mayor's Vision for Cycling, as well as Southwark's Cycling Strategy.

***A number of objections stated that there is no benefit to the area by increasing congestion on Jamaica Road by preventing eastbound travel along Pottery Street. \****

\* In response, the area to the north of Jamaica Road is residential, has a number of schools, narrow carriageway widths and the roads are not designed to cater for high volumes of traffic. Previous traffic surveys quantified that high volumes of non-local traffic were traversing these streets, as drivers tried to avoid congestion on Jamaica Road. This issue was also evident through receipt of numerous complaints from local residents and ward members relating to traffic volumes, excessive speed and safety concerns.

Whilst the traffic management measures force non-local traffic back onto the main arterial route of Jamaica Road, which is designed to cater for high volume traffic, it is the councils' view that the traffic management changes have had minimal impact on the overall traffic saturation of Jamaica Road. The vast majority of non-local traffic entering the riverside residential area and travelling eastbound was from Jamaica Road, only for it to re-join Jamaica Road a few hundred metres further down nearer the approach to the Rotherhithe Tunnel. Therefore the net loss / gain of traffic and saturation levels, particularly on approach to the Rotherhithe Tunnel is negligible, as all eastbound non-local traffic still had to traverse the roundabout adjacent to the tunnel.

Transport for London was a key stakeholder of the first consultation exercise. They did not express any concern with the proposals and have not reported back any negative impact from preventing vehicles travelling eastbound through Pottery Street. TfL closely monitor Jamaica Road through CCTV and their UTC traffic signal control system. Any adverse impact on the operation of Jamaica Road following the installation of the traffic management measures in Pottery Street and Wilson Grove would have been evident.

***A number of respondents objected highlighting that it is a stupid scheme that prevents residents in the east driving to their home and that they are virtually prisoners. A return journey would take 5 minutes and now takes 30 minutes due to having to stay in traffic on Jamaica Road. \****

\* In response, as mentioned previously, whilst it is recognised that journey times for local residents accessing their homes during the afternoon peak period have increased as a result of the proposals, it is evident that the overall benefit to the community and the environment, by reducing traffic volumes by an average of 75% outweigh the slight inconvenience of an extended journey time.

Outside peak times and on weekends, traffic congestion on Jamaica Road is minimal and therefore the traffic management measures result in marginal increases in journey times to addresses to the east of Pottery Street / Wilson Grove (when accessed from Lower Road or the Rotherhithe Tunnel).

It is noted that if residents are return back from the south (Lower Road / Rotherhithe New Road area), then access to the eastern area of Riverside can be obtained via Southwark Park Road junction, across into West Lane. Likewise Southwark Park Road can be accessed by residents approaching the area from the west by using Grange Road. This option allows residents to bypass traffic on

Jamaica Road. It is also noted that there is also two dedicated junction approach lanes in Southwark Park Road (a right turn lane and straight ahead / left). Therefore traffic wishing to traverse across the junction into West Lane is separated from traffic queuing to turn right, which significantly reduces the waiting time at the junction. The carriageway width of Southwark Park Road also allows for two lanes to form for up to 100m.

***A number of objections highlighted that Getting out onto Jamaica Road has become a nightmare due to traffic blocking the junction. A box junction is needed.\****

\* In response, as previously discussed in paragraph 2.3.15, TfL is the highway operator for Jamaica Road and any box junction making would have to be agreed and installed by them. It is evident that there is a potential issue for residents accessing Bevington Street from St. James's Road and exiting Bevington Street into Jamaica Road at peak times that are causing both frustrations to motorists and queuing in side roads. Whilst it must be noted that this was an existing problem that predated the implementation of the traffic management measures (and was highlighted in the previous consultation exercise), the council will approach TfL to request that a box junction is installed to ease congestion in the side roads, which will enhance the existing traffic management scheme further.

***Number business in West Lane objected stating that the number of customers has reduced due to heavier traffic on Jamaica Road and less traffic in West Lane as a result of the traffic management changes. \****

\* In response, the majority of trade for the parade of shops in West Lane is likely to be from the adjacent residential areas and not passing trade from non-local traffic looking to bypass congestion on Jamaica Road.

The existing red route parking bay on the eastern side of West Lane is a clearway during peak times (no waiting or loading allowed). Therefore through traffic would not be able to use this facility during the morning and afternoon peak periods. It also noted that the other existing bays in the vicinity of the shopping parade are residential parking bays that cannot be used by non-local vehicles during the hours of 8:30am – 6:30pm Monday to Friday. Therefore there is no parking availability in the area for non-local traffic to access the shopping parade during peak traffic flow periods and therefore the removal of non-local traffic from West Lane will have minimal impact on trade.

In addition, the significant reduction in vehicle traffic in the adjacent roads makes the environment more pleasant for residents who are now likely to walk and cycle to the local shops. This improvement has been highlighted in many of the responses received throughout the consultation period where respondents commented that it now feels safer to walk and cycle in the area.

***Objections were received highlighting that if the one-way sections were removed, then congestion would ease on Jamaica Road and speed bumps can be introduced to reduce traffic speeds. \****

\* In response, the traffic congestion on Jamaica Road was present before the traffic management measures were implemented. The congestion in peak periods (particularly the afternoon period) was the primary cause of non-local

traffic traversing eastbound through residential streets to bypass queuing on Jamaica Road. As discussed earlier, the main bottleneck causing congestion on Jamaica Road is the roundabout adjacent to the Rotherhithe Tunnel and all non-local traffic has to re-join Jamaica Road before the roundabout, which meant that there was the same amount of vehicles accessing the roundabout and Rotherhithe Tunnel approach as there is now. This traffic is simply now in the general queue on Jamaica Road instead of queuing in side roads (West Lane and Cathay Street) in order to exit out onto Jamaica Road.

TfL was a key stakeholder of the first consultation exercise. They did not express any concern with the proposals and have not reported back any negative impact from preventing vehicles travelling eastbound through Pottery Street. TfL closely monitor Jamaica Road through CCTV and their UTC traffic signal control system. Any adverse impact on the operation of Jamaica Road following the installation of the traffic management measures in Pottery Street and Wilson Grove would have been evident.

Removal of the one-way prohibitions in Pottery Street and Wilson Grove would undoubtedly result in excessive traffic volumes traversing residential streets to the north of Jamaica Road that would result in the same problematic issues that were present before the traffic management measures were introduced. This would adversely impact the environment through noise and air pollution, as well as presenting further potential safety risk to pedestrians and cyclists, which is particularly pertinent due to a number of primary schools in the area.

The funding allocation provided would not cover the cost of installing additional vertical deflection measures, such as speed humps if the existing traffic management measures were removed. The Council and TfL do not believe that the provision of road humps should be the default response in such situations. Whilst they may act to slow vehicle speeds in some instances, they do not address the issues relating to excessive traffic volume and are less effective than the current modal filtering measures in Pottery Street and Wilson Grove that make the roads in the area for local/ residential traffic only which has resulted in a significant reduction in average speed levels.

***An objection was received stating that Bevington Street is congested and that there has been no significant traffic reduction. \****

\*In response, there is no evidence to suggest that traffic congestion is worse on Bevington Street at the Jamaica Road junction as a result of the traffic management proposals. Vehicles experienced difficulty exiting Bevington Street before the traffic management measures were implemented, especially in the busiest period (afternoon peak). In addition, reviewing the before and after traffic volume data suggests that there has been a 43% reduction in traffic traversing Bevington Street following the implementation of the traffic management measures in Pottery Street and Wilson Grove. Therefore it can be argued that the traffic management measures have had a positive impact on vehicle volumes and queue lengths in Bevington Street compared to the previous saturation.

In addition, there is no reason why non-local traffic will be using Bevington Street to access Jamaica Road if the current cut through route in Pottery Street is closed or made one way westbound. This is also evident through the comparative data results.

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

2.3.11 32% of respondents did not submit a further comment.

## **2.4 Levels of Consensus**

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

### *Traffic Management Measures:*

- 76% of consultees support the retention of the traffic management measures;
- 21% of consultees were opposed to the retention of the traffic management measures; and
- 3% of consultees have no opinion.

## **3.0 Recommendations**

3.1 In light of the positive consultation outcome for the retention of the existing traffic management measures including the one-way restrictions in Pottery street and Wilson Gove, it is recommended that this element of the scheme is progressed to implementation (subject to statutory consultation).

## Appendices

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



## Appendix A: Consultation Documents



24<sup>th</sup> November 2014

**Public Realm Projects**  
**Direct dial:** 020 7525 5385  
**Fax:** 020 7525 0000  
[www.southwark.gov.uk](http://www.southwark.gov.uk)



Dear Resident/Occupier,

### RIVERSIDE TRIAL TRAFFIC MANAGEMENT MEASURES

In the summer of 2012, the council introduced the trial one-way traffic management measures in Pottery Street and Wilson Grove that were designed to assist with reducing non local traffic using residential streets in afternoon peak periods to bypass traffic congestion in Jamaica Road. The council is now writing to local residents and stakeholders to consult if the traffic management measures should be made permanent.

During the course of the last 18 months, the council has evaluated the impact of the traffic management measures on traffic flows and speeds in streets to the north of Jamaica Road. The results indicate that there has been a significant reduction in traffic volume traversing local streets, as well as a reduction in vehicle speeds during the afternoon weekday periods from 16:00-20:00. The monitoring results are displayed in the table below.

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	Streets to the west of Wilson Grove
	Streets to the east of Wilson Grove

**Environment & Leisure**, Public Realm Division, 160 Tooley Street, London SE1 2TZ  
**Switchboard:** 020 7525 5000 **Website:** [www.southwark.gov.uk](http://www.southwark.gov.uk)  
**Chief executive:** Eleanor Kelly



Preventing vehicles from using Pottery Street to access residential streets to the east has resulted in an average 75% reduction in vehicle volumes during the afternoon peak periods and a 2.5mph reduction in speeds. Streets to the west of Wilson Grove also have significantly lower traffic volumes and lower vehicles speeds as a result of the trial traffic management measures.

If the measures are made permanent, then the one-way restrictions will be enforced using a static ANPR camera to ensure contraventions of the one-way regulations are minimised.

We would be grateful if you could take the time to answer the questionnaire provided and return it using the pre-paid envelope provided by **Monday 22<sup>nd</sup> December 2014**. You can also reply online at <http://www.southwark.gov.uk/consultations>

The consultation results to be discussed at the Bermondsey and Rotherhithe Community Council on 28<sup>th</sup> January 2015. Following this a formal decision on the scheme will be taken by the Cabinet member for Regeneration, Planning, and Transport in February 2015.

Yours sincerely,



**Chris Mascord**  
**Senior Engineer**  
Public Realm Projects  
[chris.mascord@southwark.gov.uk](mailto:chris.mascord@southwark.gov.uk)

# Riverside Traffic Management

## Consultation questionnaire

The council would like to receive your views on making the experimental traffic management measures in Pottery Street and Wilson Grove permanent

We would be grateful if you could answer some general questions so that we can find out what your views are towards the proposals. Please return completed questionnaires by the **22<sup>nd</sup> December 2014**

### Residents and Businesses:

1. Are you a resident or business?      Resident       Business

2. Would you like to retain the traffic management measures ?      Support       Opposed       No opinion

Please use the space below for comments:

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Continue overleaf if necessary.....

Please don't forget to fill in your personal details

Name

Address (essential)

Postcode  Date



# Riverside Traffic Management

## Consultation questionnaire

### Additional comments and suggestions:

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If you require a large print version of this document please  
**Ring 020 7525 0513**

### HELP WITH TRANSLATION

這份傳單說明有關在你的地區的交通管制。如果你需要翻譯，請與翻譯服務部門聯絡，電話 020 7525 7457。

Qoraal yarahani waxa uu ku saabsanyahay sida taraafiga loo maamulo xaafadaada. Haddii aad u baahantahay tii af soomaali ku qoran fadlan la xidhiidh 020 7525 7452

Tập tài liệu này trình bày về điều khiển lưu thông xe cộ tại khu vực của quý vị, nếu quý vị muốn được bản phiên dịch, hãy liên lạc với ban dịch vụ phiên dịch số 020 7525 7457.

Bu broşür bölgedeki trafik idare işlemlerini açıklar. Türkçe çeviri için 020 7525 7449 nolu telefonu arayınız.

આ પત્રિકા તમારા એરીયામાં 'ટ્રાફિક મેનેજમેન્ટ' એટલે કે વાહનવ્યવહારની અવસ્થા વિષેની છે. જો તમને પાયાંતરની જરૂર હોય તો મહેરબાની કરી ટ્રાન્સલેશન યુનિટને ફોન કરશો. ટેલિફોન નંબર: 0207 525 7464

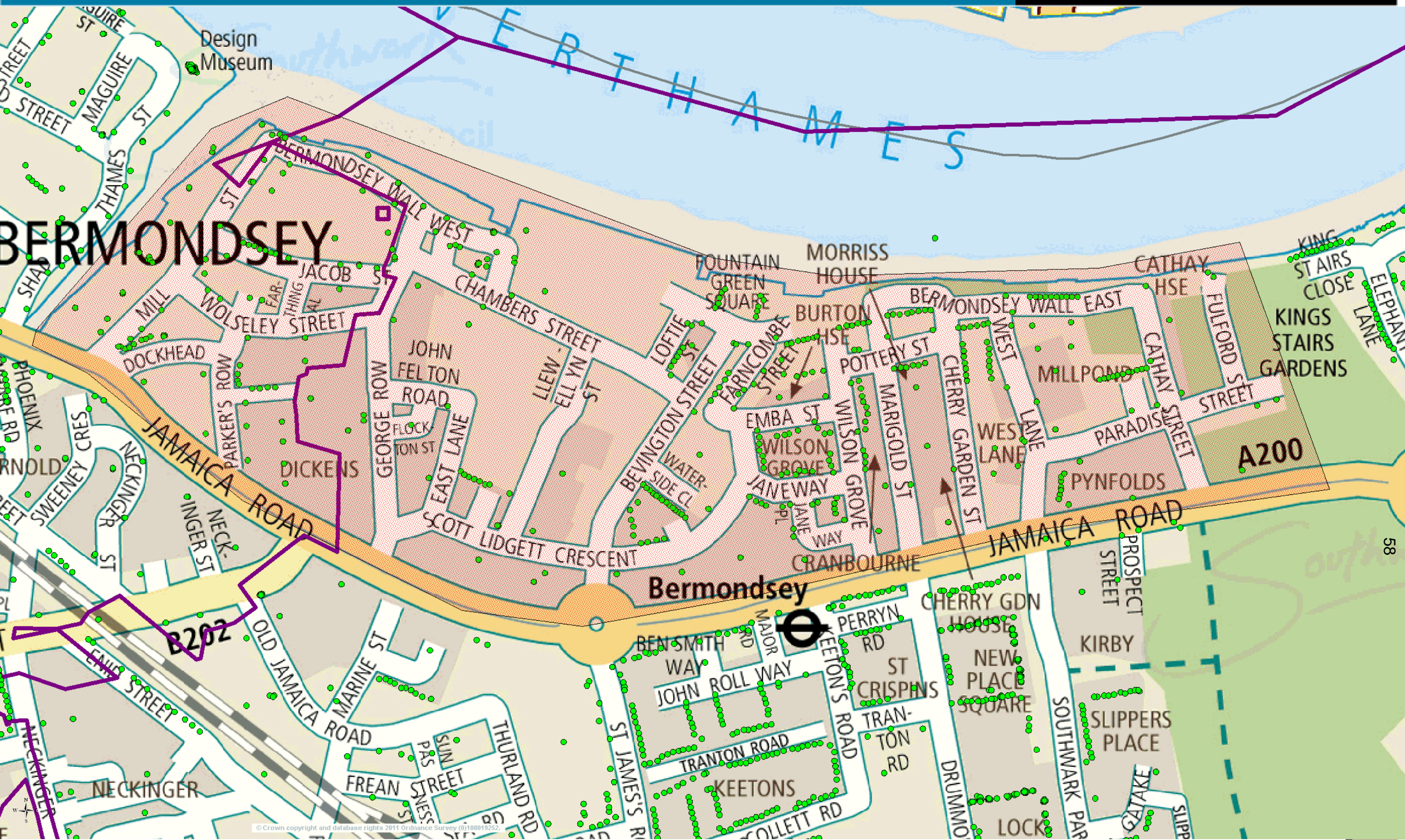
এই পুস্তিকাটি হলো আপনার অঞ্চলের ট্রাফিক চলাচলের ম্যানেজমেন্ট (প্রশাসন) সম্বন্ধে। আপনি যদি এর অনুবাদ করা কপি চান তাহলে অনুগ্রহ করে ট্রান্সলেশন ইউনিটের সাথে 020 7525 7454 নম্বরে যোগাযোগ করুন।



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

# Riverside Traffic Management and 20mph Zone - Consultation Area

Date 1/10/2012



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



<b>Item No.</b> 14.2	<b>Classification:</b> Open	<b>Date:</b> 28 January 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council.
<b>Report title:</b>		Southwark Park Road - Introduction of a loading bay with time and day restrictions.	
<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:
2. Southwark Park Road – between house nos.383 and 393
  - Amend the existing traffic management order to revoke 1 on-street parking bay.
  - Provide a loading bay to operate between the times of 7.00am and 7.00pm Monday to Friday (maximum stay 40 minutes).

## BACKGROUND INFORMATION

3. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
4. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
5. This report gives recommendations to introduce a loading bay with time and day restrictions and to revoke one existing on-street parking bay in Southwark Park Road between house numbers 383 and 393.
6. The origin and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

7. The proposal made is related to the re-development of Southwark Park Primary School which was given planning permission (12/AP/2704) on 22<sup>th</sup> November 2012 and allows for the refurbishment and extension of the existing school buildings.

### **Parking matters**

8. The development is located within Bermondsey G parking zone.
9. The planning permission has a condition (no.10) that requires the developer to install a loading bay located on Southwark Park Road.
10. The proposed loading bay is to ensure an acceptable form of development and to maintain pedestrian and highway safety in accordance with Policy 5.2 and Policy 5.3 of the Transport Plan 2011. The loading bay is designed to provide safer access for daily deliveries to the school.

### **Policy implications**

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

Policy 1.6 – Seek to support loading requirements in CPZ areas.

### **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 on the school.
14. Limiting the loading bay with regards to times and days of operation will benefit the residents in the vicinity. This will allow the residents to park in the loading bay outside of the prescribed loading hours.
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:
  - Improving road safety by removing the need for delivery vehicles to load and unload in undesignated areas in the vicinity of the school to make deliveries.

### **Resource implications**

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

### **Legal implications**

18. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendation 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 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**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
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>	Roger Taylor 0207 525 0889

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Decision notice
Appendix 2	Existing parking
Appendix 3	Proposed loading bay

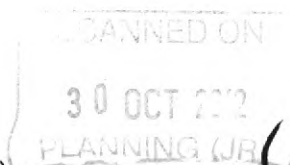
**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Roger Taylor, Development Management Officer	
<b>Version</b>	Final	
<b>Dated</b>	15 January 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
	<b>Officer Title</b>	<b>Comments Sought</b>
	Director of Legal Services	No
	Strategic Director of Finance and Corporate Services	No
	<b>Cabinet Member</b>	No
	<b>Date final report sent to Constitutional Team</b>	15 January 2015

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



APPENDIX 1

Southwark

Council

www.southwark.gov.uk

**PLANNING PERMISSION**

**Applicant** Mrs P Fennell  
4 Futures

**LBS Registered Number** 12/AP/2704**Date of Issue of this decision** 22/10/2012**Planning Permission was GRANTED for the following development:**

Proposed refurbishment and extension of the existing school buildings to provide a new single storey entrance block facing Southwark Park Road, a new two storey main hall in the south east corner, new infill stair link building connecting junior back block to infant block, new infill extension connecting junior front block to junior back block and new single storey extension to the retained nursery building, together with other external alterations, provision of new boundary fencing, cycle storage and landscaping.

**At:** SOUTHWARK PARK PRIMARY SCHOOL, 383 SOUTHWARK PARK ROAD, LONDON, SE16 2JH

**In accordance with application received on 16/08/2012 Your Ref. No.:**  
**and revisions/amendments received on 04/10/2012**  
19/10/2012

**and Applicant's Drawing Nos.** Planning Statement, Statement of Community Involvement, Photographic survey, Design & Access Statement + Landscape Statement, Transport Assessment and Green Travel Plan, School Travel Plan, BREEAM Pre-Assessment, Arboricultural Development Report, Noise Impact Assessment, Flood Risk Assessment, Air Quality Assessment, Ecology Report, Ventilation Statement, External Lighting Assessment, Geoenvironmental Interpretative Report, Construction Management Plan, Daylight and Sunlight Report, Waste Management Plan, Foul Sewage Assessment, Energy and Sustainability Statement, Heritage Statement, Archaeological Report

Site location plan: SPP\_ARC\_20\_EXS\_002/Rev2.1

SPP\_ARC\_20\_EXS: (Existing plans) 001 Rev 2.1, 020 Rev2.0, 021/Rev2.0, 022/Rev2.0, 040/Rev2.0, 041/REV2.0, 042/Rev/2.0, 043/Rev/2.2, 060/Rev2.0, 061/Rev2.0, 062/Rev2.0, 063/Rev2.0, SPP\_ARC\_20\_EXS\_064/ReV2.0.

SPP\_ARC\_20\_PLN: (Demolition plans) 120 Rev 2.0, 121 Rev 2.0, 122 Rev 2.0, 123 Rev 2.0, 124 Rev 2.0

SPP\_ARC\_20\_ELE: (Demolition elevations) 140 Rev 2.0, 141 Rev 2.0, 142 Rev 2.0, 143 Rev 2.0

SPP\_ARC\_20\_SEC: (Demolition sections) 160 Rev 2.0, 161 Rev 2.0, 162 Rev 2.0, 163 Rev 2.0, 164 Rev 2.0

SPP\_ARC\_20\_PLN: (Proposed plans) 220 Rev 2.6, 221 Rev 2.4, 222 Rev 2.3, 223 Rev 2.4, 224 Rev 2.2, 225 Rev 2.0, 226 Rev 2.2, 227 Rev 2.0, 228 Rev 2.0, 229 Rev 2.0, 201 Rev 2.1

SPP\_ARC\_20\_SEC: (Sections) 260 Rev 2.4, 261 Rev 2.4, 262 Rev 2.2, 263 Rev 2.2

SPP\_ARC\_21\_ELE: (Proposed elevations) 240 Rev 2.1, 241 Rev 2.0, 242 Rev 2.2, 243 Rev 2.3

SPP\_ARC\_20\_ELE: (Proposed elevations) 244 Rev 2.4, 245 Rev 2.1, 246 Rev 2.1, 247 Rev 2.1, 248 Rev 2.1, 250 Rev 2.3, 251 Rev 2.3, 252 Rev 2.4, 253 Rev 2.3, 254 Rev 2.1

SPP\_ARC\_20\_DET: (Proposed details) 001 Rev 2.0, 002 Rev 2.0, 003 Rev 2.0

**Reasons for granting permission.**

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

**Strategic policies of the Core Strategy 2011**

Strategic Policy 1 Sustainable Development which requires developments to improve the places we live in and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 Sustainable Development which seeks to encourage walking, cycling and the use of public

transport rather than travel by car.

Strategic Policy 4 Places to Learn and Enjoy seeks to ensure that there will be a wide range of well used community facilities that provide spaces for many different communities and activities in accessible areas.

Strategic Policy 11 Open Spaces and Wildlife protects important open spaces, trees and woodland from inappropriate development.

Strategic Policy 12 Design and Conservation which requires the highest possible standards of design for buildings and public spaces.

Strategic Policy 13 High Environmental Standards which requires developments to meet the highest possible environmental standards.

#### Saved policies of the Southwark Plan 2007

Policy 2.4 (Educational Deficiency) which advises that educational establishments would be acceptable provided that access is provided to the community.

Policy 3.1 (Environmental effects) seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 (Protection of amenity) advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.6 (Air Quality) advises that permission will not be granted for development that would lead to a reduction in air quality.

Policy 3.12 (Quality in design) requires new development to achieve a high quality of architectural and urban design.

Policy 3.13 (Urban Design) advises that principles of good design must be taken into account in all developments.

Policy 3.15 (Conservation of the Historic Environment) requires development to preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance.

Policy 3.17 (Listed buildings) which requires that proposals involving listed buildings should preserve the building and its features of special architectural or historic interest.

Policy 3.28 (Biodiversity) requires biodiversity to be taken into account in the determination of planning applications and the inclusion in developments of features which enhance biodiversity will be encouraged.

Policy 5.2 (Transport Impacts) states that permission will not be granted for development which has an adverse impact on transport networks through significant increases in traffic or pollution and consideration has been given to impacts on the Transport for London road network as well as adequate provision for servicing, circulation and access to and from the site.

Policy 5.6 (Car Parking) states that all developments requiring car parking should minimise the number of spaces provided.

Policy 5.7 (Parking Standards for Disabled People) requires development (subject to site constraints) to provide adequate car parking for disabled people and the mobility impaired.

#### Policies of the London Plan 2011

Policy 5.3 Sustainable design and construction

Policy 3.18 Education facilities

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.7 Location and design of tall and large buildings

Policy 7.8 Heritage assets and archaeology

#### Relevant SPD's/SPG's

Design and Access Statements SPD

Sustainable Transport SPD

Sustainable Design and Construction SPD

#### National Planning Policy Framework

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 12: Conserving and enhancing the historic environment

The proposal would bring the redundant buildings back into long term school use. The buildings are currently on the buildings 'at risk' register and accordingly this is a significant benefit of the proposals. There are a number of changes to the historic character of the buildings, however, these are considered acceptable and would allow for modern day teaching to take place.

The form and scale of the extensions and additions are considered appropriate and would fully respect the character and historic interest of the buildings. There would be no impact in relation to residential amenity, in terms of daylight or privacy.

There is likely to be some overspill parking on the highway as a result of the proposal, resulting from staff parking on the street, but this parking is likely to occur during the daytime, rather than evenings or weekends, and so should not generate significant parking stress to warrant any concern being raised.

**Subject to the following eighteen conditions:**

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason

As required by Section 91 of the Town and Country Planning Act 1990 as amended

**2 Approved plans**

The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

SPP ARC 20 EXS: (Existing plans) 001 Rev 2.1, 020 Rev2.0, 021/Rev2.0, 022/Rev2.0, 040/Rev2.0, 041/REV2.0, 042/Rev/2.0, 043/Rev/2.2, 060/Rev2.0, 061/Rev2.0, 062/Rev2.0, 063/Rev2.0, SPP\_ARC\_20\_EXS\_064/ReV2.0.

SPP ARC 20 PLN: (Demolition plans) 120 Rev 2.0, 121 Rev 2.0, 122 Rev 2.0, 123 Rev 2.0, 124 Rev 2.0

SPP ARC 20 ELE: (Demolition elevations) 140 Rev 2.0, 141 Rev 2.0, 142 Rev 2.0, 143 Rev 2.0

SPP ARC 20 SEC: (Demolition sections) 160 Rev 2.0, 161 Rev 2.0, 162 Rev 2.0, 163 Rev 2.0, 164 Rev 2.0

SPP ARC 20 PLN: (Proposed plans) 220 Rev 2.6, 221 Rev 2.4, 222 Rev 2.3, 223 Rev 2.4, 224 Rev 2.2, 225 Rev 2.0, 226 Rev 2.2, 227 Rev 2.0, 228 Rev 2.0, 229 Rev 2.0, 201 Rev 2.1

SPP ARC 20 SEC: (Sections) 260 Rev 2.4, 261 Rev 2.4, 262 Rev 2.2, 263 Rev 2.2

SPP ARC 21 ELE: (Proposed elevations) 240 Rev 2.1, 241 Rev 2.0, 242 Rev 2.2, 243 Rev 2.3

SPP ARC 20 ELE: (Proposed elevations) 244 Rev 2.4, 245 Rev 2.1, 246 Rev 2.1, 247 Rev 2.1, 248 Rev 2.1, 250 Rev 2.3, 251 Rev 2.3, 252 Rev 2.4, 253 Rev 2.3, 254 Rev 2.1

SPP ARC 20 DET: (Proposed details) 001 Rev 2.0, 002 Rev 2.0, 003 Rev 2.0

Reason:

For the avoidance of doubt and in the interests of proper planning.

**3 Design - materials**

Prior to the commencement of any works above grade, material samples of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given. The approved samples shall be retained on site during the construction period.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Saved Policies: 3.12 Quality in Design; 3.13 Urban Design, 3.17 Listed Buildings of The Southwark Plan 2007 and SP12 Design and Conservation of the Core Strategy 2011.

Continued overleaf...

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION****LBS Reg. No.** 12/AP/2704**Date of issue of this decision** 22/10/2012**4 Contaminated Land Assessment**

The remedial measures as set out in section 11 (Conclusions and recommendations) of the Geo-environmental Interpretive report shall be carried out and implemented before occupation of the development and thereafter maintained for as long as the development is occupied.

**Reason**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Saved Policies 3.1 Environmental Effects, 3.2 Protection of Amenity and 3.10 Hazardous Substances of The Southwark Plan 2007 and Strategic Policy 13 High Environmental Standards of the Core Strategy.

**5 Tree protection - general**

The existing trees which are to be retained shall be protected and both the site and trees shall be managed in accordance with the recommendations (including on site supervision) contained in a submitted Arboricultural Development Report. In any case, all works must adhere to BS5837: Trees in relation to construction (2012) and BS3998: Recommendations for tree work (2010).

The protective measures shall be installed and retained throughout the period of the works in accordance with any such approval given and protective fencing must not be moved or removed without the explicit written permission of the Local Authority Urban Forester. Within the protected area, any excavation must be dug by hand and any roots found to be greater than 25mm in diameter must be retained and worked around.

Excavation must adhere to the guidelines set out in the National Joint Utilities Group (NJUG) publication Volume 4, 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (Issue 2)'.

A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

**Reason**

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity and adaptation to climate change, in accordance with policies SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards or the Core Strategy 2011 and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity.

**Continued overleaf...**



TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION****LBS Reg. No. 12/AP/2704****Date of Issue of this decision 22/10/2012****6 Landscaping plan**

Before any above grade work hereby authorised begins, detailed drawings scale 1:50 of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 3996 Nursery stock specification, BS: 5837 Trees in relation to construction and BS: 7370 Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

**Reason**

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity, adaptation to climate change, in addition to the attenuation of surface water runoff, in accordance with policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards. and Saved Policies of The Southwark Plan 2007: Policy 3.13 Urban Design; Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity.

**7 Tree protection - hard surfacing**

Before any work hereby authorised begins, details of the hard surfacing works to be used in the construction of this development, showing how the roots will be protected, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include cross sections showing the use of a permeable, non-dig cellular confinement system suitable for supporting the load of vehicles within the root protection areas. The development shall not be carried out otherwise than in accordance with any such approval given. All works shall adhere to National Joint Utility Group, Guidance 10 - Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2).

**Reason**

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity and adaptation to climate change, in accordance with policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards. and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity.

**8 Noise from machinery, plant or equipment**

The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc., is in use as measured at any adjoining or nearby premises in separate as measured outside those premises.

**Reason**

In order to protect neighbouring occupiers from noise nuisance thereby protecting the amenity of neighbouring occupiers in accordance with Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007 and SP 13 High environmental standards of the Core Strategy 2011.

**Continued overleaf...**

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION****LBS Reg. No. 12/AP/2704****Date of Issue of this decision 22/10/2012****9 Ventilation details**

The use hereby permitted shall not be begun until full particulars and details of a scheme for the ventilation of the premises to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

**Reason**

In order to that the Council may be satisfied that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with saved policy 3.2 Protection of amenity of the Southwark Plan and SP13 High environmental standards of the Core Strategy 2011.

**10 Highway works**

Prior to the commencement of any works above grade, the applicant shall submit detailed plans of the service lay-by (as referred to figure 1.2 of the Transport Assessment) in the vicinity of the development for approval in writing by the Local Planning Authority subject to any highways agreements that may be required by the Highway Authority. The proposed lay-by shall then be installed as approved and made available prior to occupation of the development.

**Reason:**

To ensure an acceptable form of development and to maintain pedestrian and highway safety in accordance with Saved Policy 5.2 and 5.3 of the Southwark Plan and SP2 Sustainable Transport of the Core Strategy 2011.

**11 Cycle storage**

Prior to the commencement of any works above grade, details (1:50 scale drawings) of the facilities to be provided for the secure storage of a minimum of 31 cycles, which shall be marked and separated for each of the schools shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

**Reason**

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007 and SP2 Sustainable Transport of the Core Strategy 2011.

**12 Precautionary bat survey**

If more than one year passes between the most recent bat survey and the commencement of demolition and/or tree works, and update bat survey must be undertaken prior to demolition or tree works by a licensed bat worker. Evidence that the survey has been undertaken shall be submitted to and approved by the local planning authority prior to the commencement of demolition and/or tree works.

**Reason:** In order to comply with Saved Policy 3.28 Biodiversity of the Southwark Plan 2011 and SP11 Open Spaces and Wildlife of the Core Strategy 2011 and in order to protect all wild birds and their nests.

Continued overleaf...

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION****LBS Reg. No. 12/AP/2704****Date of Issue of this decision 22/10/2012****13 Bat and bird boxes**

Details of bird and /or bat nesting boxes/bricks/tubes shall be submitted to and approved in writing by the local planning authority before any superstructure works commencing on site.

No less than 6 nesting boxes and 6 bat bricks/tubes shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes/bricks shall be installed within the development prior to first occupation of the building to which they form part or the first use of the space in which they are contained.

The nesting boxes/bricks shall be installed strictly in accordance with the details approved and shall be maintained and retained as such thereafter.

**Reason**

To ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with policy 3.28 of the Southwark Plan 2007 and Strategic Policy 11 Open spaces and wildlife of the Core Strategy 2011.

**14 Environment Agency**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained approval from the local planning authority for, a remediation strategy detailing how this unsuspected contaminated shall be dealt with. The remediation strategy shall be implemented as approved and reported to the satisfaction of the local planning authority.

**Reason**

There is always the potential for unexpected contamination to be identified during ground works. We should be consulted should any contamination be identified that could present an unacceptable risk to controlled waters.

**15 Environment Agency**

The development permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Hyder Consulting (UK) Ltd (dated 14 August 2012 with reference 5000-UA004372-GDR-04) and the following mitigation measures detailed within the FRA:

- flood resistant and resilient measures should be included in the final design of the development, wherever feasible;
- surface water run-off should not increase following the construction of the proposed development and a surface water strategy, following advice from the approved FRA (Section 7) and the outline drainage strategy by 4futures (Appendix) should be agreed at the detailed design stage; the assessment should be undertaken over a range of storm durations for a 1 in 100 year return period event including climate change (30%);
- Sustainable Drainage Systems (SuDS) should be incorporated in the final design of the development, wherever possible, as a means of attenuating water run-off and providing educational benefits, although the site presents some limitations (Section 7).

**Reason**

To reduce the risk and impact of flooding on the proposed development and its future occupants and to attenuate surface water flows and prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

**Continued overleaf...**

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION****LBS Reg. No.** 12/AP/2704**Date of Issue of this decision** 22/10/2012**16 Environment Agency**

Whilst the principles and installation of Sustainable Drainage Schemes (SuDS) are to be encouraged, no infiltration of surface water drainage in to the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

**Reason**

Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil or made ground which could ultimately cause pollution of groundwater.

**17 BREEAM**

The development shall achieve a minimum BREEAM rating of "very good" to confirm that the agreed standards in the Pre-Assessment report have been met.

**Reason**

To ensure the proposal complies with Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007 and SP13 High Environmental Standards of the Core Strategy 2011.

**18 Community Use Scheme**

Prior to first occupation, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of the following:

- i) A detailed plan and / or schedule of the Community Use Facilities;
- ii) The days and times of availability of the Community Use Facilities;
- iii) The access to and right to use the Community Use Facilities by users from the community (whether groups or individuals) who are not staff, pupils or members of the School;
- iv) The management, maintenance and cost for use of the Community Use Facilities;
- v) A mechanism for review of the Community Use Scheme

The approved Community Use Scheme shall be implemented upon occupation of the development and retained/maintained for the existence of the development.

**Reason:**

To secure community use of facilities in accordance with Saved Policy 2.3 Enhancement of Educational Establishments of the Southwark Plan 2007 and SP4 Places for learning, enjoyment and healthy lifestyles of the Core Strategy 2011 and to ensure that residential amenity is satisfactorily protected with regards to Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007.

**Continued overleaf...**

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

[www.southwark.gov.uk](http://www.southwark.gov.uk)**PLANNING PERMISSION****LBS Reg. No.** 12/AP/2704**Date of Issue of this decision** 22/10/2012Signed *Gary Rice*

Head of Development Management

**Your attention is drawn to the notes accompanying this document**

Any enquiries regarding this document should quote the LBS Registered Number and be sent to the Head of Development Management, Southwark Council, Chief executive's department, Planning division, Development management, PO Box 64529, London SE1 5LX, or by email to [planning.applications@southwark.gov.uk](mailto:planning.applications@southwark.gov.uk)

UPRN: 200003404525

checked by

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TP/115-C

**PLANNING PERMISSION**

LBS Registered Number: 12/AP/2704

Date of issue of this decision: 22/10/2012

[www.southwark.gov.uk](http://www.southwark.gov.uk)

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**INFORMATIVE NOTES TO APPLICANT RELATING TO THE PROPOSED DEVELOPMENT**

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**Environment Agency informative**

Flood response plans: We advise that the management of the residual flood risk should be undertaken through the establishment and maintenance of an appropriate flood response plan, with the provision of safe access and egress for occupants, where possible, and safe refuge areas above the 1 in 200 year tidal flood water level, as stated in the approved FRA (Section 6.6). The plan should be reviewed by the local planning authority and agreed before planning permission granted.

**PLANNING PERMISSION**

LBS Registered Number: 12/AP/2704

Date of issue of this decision: 22/10/2012



www.southwark.gov.uk

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**IMPORTANT NOTES RELATING TO THE COUNCIL'S DECISION**


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- [1] **APEAL TO THE SECRETARY OF STATE.** If you are aggrieved by this decision of the council as the local planning authority to grant permission subject to conditions you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you appeal you must do so within six months of the date of this notice. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems that the local planning authority could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order. If you do decide to appeal you can do so using The Planning Inspectorate's online appeals service. You can find the service through the appeals area of the Planning Portal at [www.planningportal.gov.uk/pes](http://www.planningportal.gov.uk/pes). You can also appeal by completing the appropriate form which you can get from The Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN [tel. 0117-3726372]. The form can also be downloaded from the Inspectorate's website at [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk). The Planning Inspectorate will publish details of your appeal on the internet on the appeals area of the Planning Portal. This may include a copy of the original planning application form and relevant supporting documents supplied to the council by you or your agent, together with the completed appeal form and information you submit to The Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you, that you are happy will be made available to others in this way. If you supply information belonging to someone else please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.
- [2] **PURCHASE NOTICE.** If either the local planning authority or the Secretary of State grants permission subject to conditions, the owner may claim that the land can neither be put to a reasonably beneficial use in its existing state nor made capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council requiring the Council to purchase the owner's interest in the land in accordance with Part VI of the Town and Country Planning Act 1990.
- [3] **PROVISIONS FOR THE BENEFIT OF THE DISABLED.** Applicants are reminded that account needs to be taken of the statutory requirements of the Disability Discrimination Act 1995 to provide access and facilities for disabled people where planning permission is granted for any development which provides:
- (i) Buildings or premises to which the public are to be admitted whether on payment or otherwise. [Part III of the Act].
  - (ii) Premises in which people are employed to work as covered by the Health and Safety etc At Work Act 1974 and the Management of Health and Safety at Work Regulations as amended 1999. [Part II of the Act].
  - (iii) Premises to be used as a university, university college or college, school or hall of a university, or intended as an institution under the terms of the Further and Higher Education Act 1992. [Part IV of the Act].
- Attention is also drawn to British Standard 8300:2001 Disability Access, Access for disabled people to schools buildings – a management and design guide. Building Bulletin 91 (DfEE 99) and Approved Document M (Access to and use of buildings) of the Building Regulations 2000 or any such prescribed replacement.
- [4] **OTHER APPROVALS REQUIRED PRIOR TO THE IMPLEMENTATION OF PLANNING PERMISSION.** The granting of planning permission does not relieve the developer of the necessity for complying with any Local Acts, regulations, building by-laws and general statutory provisions in force in the area, or allow them to modify or affect any personal or restrictive covenants, easements, etc., applying to or affecting either the land to which the permission relates or any other land or the rights of any persons or authorities [including the London Borough of Southwark] entitled to the benefits thereof or holding an interest in the property concerned in the development permitted or in any adjoining property.
- [5] **WORKS AFFECTING THE PUBLIC HIGHWAY.** You are advised to consult the council's Highway Maintenance section [tel. 020-7525-2000] about any proposed works to, above or under any road, footway or forecourt.
- [6] **THE DULWICH ESTATE SCHEME OF MANAGEMENT.** Development of sites within the area covered by the Scheme of Management may also require the permission of the Dulwich Estate. If your property is in the Dulwich area with a post code of SE19, 21, 22, 24 or 26 you are advised to consult the Estates Governors', The Old College, Gallery Road SE21 7AE [tel: 020-8299-1000].
- [7] **BUILDING REGULATIONS.** You are advised to consult Southwark Building Control at the earliest possible moment to ascertain whether your proposal will require consent under the Building Act 1984 [as amended], Building Regulations 2000 [as amended], the London Building Acts or other statutes. A Building Control officer will advise as to the submission of any necessary applications, [tel. call centre number 0845 600 1285].
- [8] **THE PARTY WALL Etc. ACT 1996.** You are advised that you must notify all affected neighbours of work to an existing wall or floor/ceiling shared with another property, a new building on a boundary with neighbouring property or excavation near a

neighbouring building. An explanatory booklet aimed mainly at householders and small businesses can be obtained from the Department for Communities and Local Government [DCLG] Free Literature tel: 0870 1226 236 [quoting product code 02BR00862].

**IMPORTANT:** This is a PLANNING PERMISSION only and does not operate so as to grant any lease, tenancy or right of occupation of or entry to the land to which it refers.

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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

Name	No of copies	Name	No of copies
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Councillor Bill Williams (Chair)	1	<b>Others</b>	
Councillor Evelyn Akoto (Vice-Chair)	1		
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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<b>Members of Parliament</b>			
Simon Hughes, MP	1		
<b>Officers</b>			
Constitutional Officer (Community Councils) 2 <sup>nd</sup> Floor Hub 4, 160 Tooley St.	50		