

# Bermondsey and Rotherhithe Community Council

Saturday 27 June 2015

1.00 pm

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

Meeting Theme – Community Engagement

There will be information stalls prior to the meeting and during the break

The meeting will open with a performance by the New Covenant Choir

## Membership

Councillor Bill Williams (Chair)  
Councillor Sunny Lambe (Vice-Chair)  
Councillor Evelyn Akoto  
Councillor Anood Al-Samerai  
Councillor Stephanie Cryan  
Councillor Catherine Dale  
Councillor Lucas Green  
Councillor David Hubber  
Councillor Ben Johnson

Councillor Hamish McCallum  
Councillor Damian O'Brien  
Councillor James Okosun  
Councillor Leo Pollak  
Councillor Richard Livingstone  
Councillor Eliza Mann  
Councillor Lisa Rajan  
Councillor Michael Situ  
Councillor Kath Whittam

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 19 June 2015



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	

Item No.	Title	Time
2.	<b>APOLOGIES</b>	
3.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES</b> (Pages 1 - 12)	
	To confirm as a correct record the minutes of the meeting held on 23 March 2015.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	1.10pm
	<ul style="list-style-type: none"> <li>- Mediator training in SE1 and SE16, Dave Walker</li> <li>- Black History Month grants scheme</li> <li>- Community Infrastructure Project List (CIPL)</li> <li>- Unicorn Theatre</li> <li>- Chair's announcement re 11,000 new council homes – consultation on design and neighbourhoods</li> </ul>	
8.	<b>COMMUNITY SAFETY UPDATE</b>	1.20pm
	Inspector Steve Landers from the Local Police Team.	
9.	<b>GP SERVICES IN SOUTHWARK</b>	1.30pm
	NHS South East Commissioning Unit	

Item No.	Title	Time
10.	<b>COMMUNITY ENGAGEMENT THEME</b>	1.45pm
	Brief introduction from Stephen Douglass, Head of Community Engagement	
	Performance by London Bubble Theatre Company	
	Bermondsey Carnival / Bermondsey Beat	
	Rotherhithe Festival	
	Pecan Food Bank	
	Summertime programme of events	
	Break out sessions – community conversation involving residents and councillors	
	<b>BREAK</b> - Opportunity for residents to speak to councillors and officers	2.35pm
11.	<b>PUBLIC QUESTION TIME</b> (Page 13)	2.50pm
	A public question form is included at page 13.	
	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.	
12.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	3.00pm
	<b>Note:</b> This is an executive function	
	Councillors to consider the recommendations contained in the reports.	
	<b>12.1 ESTATE PARKING SCHEME ON FOUR SQUARES ESTATE, BERMONDSEY</b> (Pages 14 - 23)	
	<b>12.2 LOCAL PARKING AMENDMENTS</b> (Pages 24 - 51)	
13.	<b>SECURE CYCLE PARKING (BIKE HANGARS)</b> (Pages 52 - 65)	3.05pm
	Councillors to comment on the recommendations contained in the report.	

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
<b>14.</b>	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	3.10pm

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 September 2015.

Date: Friday 19 June 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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### **ACCESS TO INFORMATION**

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### **ACCESSIBLE MEETINGS**

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

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

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

### **DEPUTATIONS**

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

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



## BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL

MINUTES of the Bermondsey and Rotherhithe Community Council held on Monday 23 March 2015 at 7.00 pm at Dockland Settlement Community Centre, 400 Salter Road, Rotherhithe, SE16 5LJ

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**PRESENT:**

- Councillor Bill Williams (Chair)
- Councillor Stephanie Cryan
- Councillor Catherine Dale
- 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 Kath Whittam

**OFFICER  
SUPPORT:**

- Stephen Douglass, Head of Community Engagement
- Jess Leech, Residents Participation Team
- Sylvester Hilton, Major Works Team
- 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 Councillors Evelyn Akoto, Lucas Green, Ben Johnson, Eliza Mann and Michael Situ.

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

The chair advised that a late report Community Council Highways Capital Investment 2014/15 had been circulated as part of Supplementary Agenda No. 1.

### 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillor Stephanie Cryan, declared a non-pecuniary interest in item 11, as she is a member of Time and Talents, which has an application being considered for funding.

Councillor Sunny Lambe, declared a non-pecuniary interest in item 11, as he has links with the Basic Business Initiative.

Councillor David Hubber, declared a non-pecuniary interest in item 11, as he is a member of Surrey Docks Farm, which has an application being considered for funding.

Councillor Lisa Rajan, declared a non-pecuniary interest in item 11, as she is a member of Surrey Docks Farm, which has an application being considered for funding.

Councillor Kath Whittam, declared a non-pecuniary interest in item 11, as she is a trustee of The Amicable Society, which has an application being considered for funding.

### 5. MINUTES

#### RESOLVED:

That the minutes of the meeting held on 28 January 2015 be agreed as a correct record of that meeting.

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

There were none.

### 7. COMMUNITY ANNOUNCEMENTS

#### Southwark Safer Neighbourhoods Board (SSNB)

Councillor Kath Whittam gave an overview:

Neighbourhood / Cluster panels

- Meet quarterly before the SSNB to report any significant trends in wards
- Ward panel chairs meet with Inspector
- Discuss priorities for the cluster
- Information goes to Chief Inspector from each cluster

The SSNB

- Meet quarterly and are public meetings open to all.
- Wide range of members including a representative from each cluster panel.

- Attended by Borough Commander (currently Zander Gibson)
- Holds some funds to distribute for projects aimed at reducing crime and increasing community cohesion

### **The Big Lunch**

Mark Parker, a local resident, explained that this would take place on Sunday 7 June 2015. There would be three community lunches in the area and working groups had been set up in the following areas:

- Greenland Dock
- Canada Water
- Rotherhithe

The idea is to bring together neighbours to get to know each other, share food and have fun. Further information available at – [www.iliveinse16.com](http://www.iliveinse16.com)

### **The Blue Bermondsey Survey**

Russell Dryden, from the Blue Bermondsey, explained that he was a manager of the Business Improvement District (BID). The council and the local owners of the biscuit factory had produced an online survey. The survey sought views on what residents would like to see in the area. The businesses and the council would try to implement the changes people would like to see in the area. Local residents and visitors were encouraged to have their say. See [www.bluebermondsey.commonplace.is](http://www.bluebermondsey.commonplace.is)

### **Step out in Southwark this Easter**

The chair read out a series of rambles that were taking place in the first half of April. The walks were being led by local author John Constable.

### **Unexploded WW2 bomb**

Stephen Douglass, Head of Community Engagement, explained that the council had been made aware that day of an unexploded bomb on a building site in Grange ward. The army bomb disposal team were working on making the bomb safe. The Police had narrowed the evacuation cordon to 100 metres from the site. That meant about 300 – 400 properties were affected. There was a wider cordon of 200 metres for traffic and pedestrians. Information was available on the council website and had been circulated to community groups and tenants and residents groups in the area. A rest centre had been set up locally and arrangements were in place for temporary accommodation.

## **8. COMMUNITY SAFETY UPDATE**

There was no community safety update. Police officers were working in connection with issues arising from an unexploded World War Two bomb in the area.

## **9. HOUSING THEME ITEM**

### **11,000 homes update / consultation**

Jess Leech, Residents Participation Team, gave a presentation.

2013 – Borough wide consultation on the future of council housing. The council committed



to build 11,000 new homes in the next 30 years with 1,500 delivered by 2018.

2014 – Borough wide consultation on the charter of principles. A list of promises to residents on how the council would involve them in decisions related to the new homes. Over 2,000 responses received.

2015 – Borough wide consultation on principles for all council developments.

- Where to build the homes
- Design standards
- Tenure mix
- How to decide to invest or rebuild.

Engagement methods include:

- interactive digital map of the borough
- community forums
- youth events
- community conversations
- online e-form
- postcards for written input
- mailings to residents and leaseholders

Councillor Richard Livingstone added that half of the new homes being built on sites would be ring-fenced for those people in housing need already living on the estate immediately affected.

In response to questions, the following points were made:

- The 1, 500 would be council properties
- Young people would benefit from the 30-year programme and a lot of work had gone into how best to engage with them e.g. schools, social media and an event at the Ministry of Sound.
- 11,000 additional homes over 30 years would not solve the housing problem but it was part of a solution.
- An extra care facility was being built at Cator Street. Willow Walk would have some hostel accommodation and general needs accommodation.

### **Tenant and Resident Engagement**

Jess Leech explained that:

- In March 2013, the council agreed an engagement strategy. The objective was that all residents in the borough were entitled to a say and where appropriate some control over the services available.
- The strands of the engagement strategy had included how to improve services and increase engagement.
- Council officers supported tenants and residents associations (TRAs) and attended AGMs. The capacity and partnerships team do a lot of work around setting up new TRAs and provide training and advice for tenants. There were a couple of resource centres that TRAs can use to print minutes and newsletters.
- The resident participation team arranged consultations with TRAs on a range of local issues.

- A piece of work last year involved engagement with older residents. All sheltered housing units were visited. An event brought all the units together which also introduced the different services that residents could access.
- Workshops had taken place with residents in temporary accommodation about how to get involved and how to be better neighbours.
- Overall there were 126 TRAs. The officers in Bermondsey and Rotherhithe were George Coombes and Chucks Amaechi.
- About £3.1 million had been spent on improving TRA halls.

#### Kitchens and Bathrooms Project

Sylvester Hilton, Major Works Team, gave an overview presentation.

- In February 2015, cabinet agreed to establish a six year kitchen and bathroom programme to “deliver a quality kitchen and bathroom for every council tenant” by March 2021, as part of a wider asset management strategy. It was agreed to coincide with the final year of the current warm, dry and safe programme in 2015/16 to replace kitchens older than 20 years and bathrooms older than 30 years.
- Further details would come before Cabinet later in the year, setting out how the kitchens and bathrooms programme could be taken forward from April 2016, as part of the broader housing asset management strategy.
- A list of properties in the area with planned works was circulated.

In response to questions, some of the following points were made:

- It was the first year of a six-year programme so surveyors would be adding to the current list of properties during that time after assessment.

## 10. CLEANER GREENER SAFER FUNDING REALLOCATION

### Cleaner Greener Safer Funding Reallocation

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

#### **RESOLVED:**

1. That £38,168 of capital funding be reallocated into funding for the 2015/16 programme.
2. That the following projects be approved for funding from the 2015/16 capital programme:

#### **GRANGE WARD**

- Positive Youth Swanmead games area £7,600

#### **LIVESEY (ROTHERHITHE) WARD**

- Ledbury football pen – additional funding £20,000

**RIVERSIDE WARD**

- |  |        |
|--|--------|
| • Bermondsey hanging baskets                           | £3,800 |
| • Urban Natural Learning (St James school)             | £4,700 |
| • Wrayburn Residents, green spaces on Bevington Street | £4,700 |

**ROTHERHITHE WARD**

- |                                 |         |
|---------------------------------|---------|
| • Southwark Park bandstand      | £6,000  |
| • Southwark observation beehive | £5,000  |
| • Canada Estate planting        | £10,196 |

**SOUTH BERMONDSEY**

- |                              |        |
|------------------------------|--------|
| • Bermondsey hanging baskets | £3,546 |
|------------------------------|--------|

**11. NEIGHBOURHOOD FUND 2015/16**

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

**RESOLVED:**

That the following neighbourhood fund projects be approved for funding for 2015/16:

**GRANGE WARD**

Bermondsey Spa Residents Association beauty phase 2	£1,540
St Saviours TRA international day	£2,000
OBC Youth Club summer activities	£3,894
Create Bede/Grange more creative	£5,000
Vitrine Sculpture at Bermondsey Square	£3,000
Age UK Yalding sports and mobility day	£1,292
Albert McKenzie VC St George's Day celebration	£1,000
Millwall Community Trust multi-sports central	£5,000
Alwaysz Kreative, be kreative	£4,000
Bermondsey Street Area Partnership sculpture	£5,000
The Quay Players	£1,500
Maintaining Health Partners, Bermondsey breathe	£1,800
The Friends of Southwark Park, activities programme	£625

Bermondsey Street Festival	£5,891
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### **LIVESEY (ROTHERHITHE) WARD**

Millwall for All Trust, youth education and improving health for older people	£3,529
St Helena and Oldfield TRA, tai chi sessions	£700
Bermondsey Artists Group, pop up at GP surgeries	£100
Bede House Association, Buzz on the B&B	£4,000
Silwood Community Youth, project at Silwood	£2,500
St Helena and Oldfield TRA, family hub	£2,500
Arundel Court Resident Association, garden	£303
Bonamy and Bramcote TRA, St George's Day	£1,500

### **RIVERSIDE WARD**

City Hope Church, Rotherhithe World Cup	£1,075
Bermondsey Artists Group, pop up at GP surgeries	£500
Shad Thames Partnership, Local Eyes festival	£1,825
Shad Thames Residents Association, clean up	£5,000
Salmon Youth Centre, Leap Into project	£10,000
Cherry Gardens TRA, through the generations	£1,050
Cherry Gardens TRA, Millpond Hall opening ceremony	£1,050
Riverside Parents and Carers Association, play sessions	£9,797
Bermondsey Community Nursery, trip to Chessington	£2,264

### **ROTHERHITHE WARD**

Time and Talents, community garden	£5,240
Brunel Museum, summer play scheme	£1,000
Bermondsey Artists Group, pop up at GP surgeries	£125
The Rotherhithe Festival Group	£2,500

St Helena & Oldfield TRA, tai chi sessions	£700
Friends of Southwark Park, activities programme	£1,000
Red Lion Boys Club, children's youth club	£1,000
The Amicable Society, local conservation	£2,500
Canada Estate TRA, fun day	£1,000
Bede Youth Adventure Project, fun day	£1,021
Themed markets for Albion Street	£5,000
London Bubble Theatre, reach out	£2,540
Mayflower TRA, Activities for All	£1,000
Albion Street steering group, opening of St. Olav Square	£1,500

#### **SOUTH BERMONDSEY WARD**

Millwall for All, youth education and improving health for older people	£5,231
The Quay Players, production of Sister Act	£1,500
Upkeep of Blue Market planters	£250
Longfield TRA, fun day	£1,200
Bermondsey Community Kitchen	£5,000
Stevenson Crescent Estate TRA, bright and planted	£1,200
The Queen Victoria, air ambulance event	£1,000
Stevenson Crescent Estate TRA, summer fete	£1,200
Citizens Advice Bureaux, day for abolition of slavery	£110
Markaz Man UK, sports day / family event	£500
Glott fashion workshop	£680
London Bubble Theatre, reach out	£825
Friends of Southwark Park, activities programme	£750
New Covenant Church, celebrating choir and dance	£300
Playdagogy	£500
Southwark Community Festival	£250
Faces in Focus, solution based counselling	£250

Southwark Muslim Youth Society, what I know about Islam	£200
Walworth Golden Oldies, 3 step healthy programme	£400
Southwark Eid	£150

### **SURREY DOCKS**

Bermondsey Artists Group, pop up at GP surgeries	£500
The Rotherhithe Festival	£2,500
Osprey TRA, mural project II	£5,100
Millwall Community Trust, football for all	£5,850
Russia Dock Community, estate renovation	£5,600
Surrey Docks Farm Society, green grow cook	£5,000
London Bubble Theatre, reach out	£2,000
The Friends of Southwark Park, activities programme	£1,000

## **12. PUBLIC QUESTION TIME**

The following public questions were asked at the meeting:

1. What is the council's policy on religion. What does it do to promote religion that is not oppressive or discriminatory (whichever religion that may be).  
Councillor Stephanie Cryan responded that Councillor Jamil Mohammed, had helped to arrange an inter faith community day and was compiling a directory of all the different faiths and places of worship in the borough. Councillor Mohammed could be contacted for further information.
2. As freeholders, how do we get out of the communal heating system so as to have full control of our own heating [rather than] paying for what others use.  
Councillor Richard Livingstone responded that it was a difficult one as people either have communal heating systems or they don't. If people opted out, that would increase the bills for everyone else contributing.
3. A question was raised about the planned 20 mph speed limits in the borough and the difficulty of limiting vehicles to that speed. Concerns were expressed about residents being criminalised by speed cameras.  
Councillor Livingstone responded that a report would come to a future meeting about the consultation that took place on 20mph limits.
4. It has been three years since the Pumphouse museum closed down. It remains an empty building. What has Southwark got out of the closure.  
Councillor Richard Livingstone responded that savings were needed due to heavy

budget cuts. Councillor David Hubber added that there have been expressions of interest from groups wishing to use the Pumphouse museum for community use which would be warmly welcomed.

5. Would the indigenous population of Southwark be given preference in obtaining accommodation in Southwark, instead of people from another borough coming here and depriving them of the opportunity.

Councillor Richard Livingstone responded that last year the council agreed as part of the allocations policy a requirement for residency. There was now a five-year residency priority.

6. What plans were available to make homes more affordable. A new two bedroom flat, in the area, only 650 square foot, was on the market for £650,000.

Councillor Richard Livingstone responded that more homes needed to be built across London and Southwark was doing more than most boroughs. Councillor Anood Al-Samerai added that the situation was tough and more should be done to deter investors from abroad buying property and not even dwelling in the properties. Extra council tax should be charged on such unoccupied properties.

7. A resident highlighted the Ship York pub that had recently closed. It could have become a Shisha bar prior to it becoming flats but residents and officer action had prevented that from happening which was important for the area.

8. Is there anything that could be done to ban people buying properties to rent and make it easier to rent to buy.

9. A resident asked about officers parking in the Blue Bermondsey for 3 or 4 hours at a time while residents were limited to 30 minutes.

A written response was read out that council officers were exempt whilst carrying out their statutory duties.

Councillor Leo Pollak added that there had been some displacement of parking due to major works around Lucy Way. A solution was being worked on which may include pay and display and traders bays respected.

10. A resident said that people on shared ownership schemes had no chance of owning the property outright. Should shared ownership be dumped and the focus be on building more council houses so that local people could be housed.

Councillor Richard Livingstone responded that as many council homes should be built as possible but that would not meet the demand so other sorts of affordable housing options should be available as well.

11. David Eyles, Chair of the Tissiba and Haddonfield Tenants and Residents Association (TRA), said that at the last community council there was a question that strongly criticised TRAs. David explained that he had invited the author of the question to contact him and discuss ways forward and demonstrate the activeness of TRAs in the area. David said that without TRAs in the area many things would not get done including festivals. He added that his door was open and he would be happy to assist with any needs associated with TRAs in the community.

12. In response to a question about parking in Gomm Road, Councillor Stephanie Cryan said that controlled parking zones in the wider Canada Water area was being looked at

and consultation had been requested.

13. A resident complained about the Police stations in the area being closed. He had been told to come back with lost property to another destination at a particular time and then told it would not be accepted. Councillor Kath Whittam responded she would follow up on that issue.

### **13. LOCAL PARKING AMENDMENTS**

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

**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:

- Ilderton Road – install a loading only bay on Penarth Street to service a recently redeveloped building on Ilderton Road.
- Bermondsey Wall East – removing an existing solo motorcycle bay.

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

#### **14 .1 CANADA WATER AND SOUTHWARK PARK CONSULTATION**

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

**RESOLVED:**

1. That the consultation methods be approved.
2. That the following comments about the consultation area be added:
  - Canada Street and Quebec Way should be included within the scope of the controlled parking zone. The streets were often full of commuter vehicles at the annoyance of residents unable to park.

#### **14 .2 STANWORTH STREET AND MILLSTREAM ROAD**

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

**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 procedures:



- Reinstatement of double yellow lines at the corner of Stanworth Street and Millstream Road.

#### 15. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

##### Community Council Question:

“Will the Leader of the Council explore the allocation of council staff parking permits across the borough and whether it is being abused”

#### 16. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15

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

##### RESOLVED:

That the following scheme be approved for capital funding investment:

- Morocco Street carriageway resurfacing £28,160

The meeting ended at 9.40pm

**CHAIR:**

**DATED:**

**Bermondsey and Rotherhithe Community Council****Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

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

<b>Item No.</b> 12.1	<b>Classification:</b> Open	<b>Date:</b> 27 June 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Parking amendments and Estate Parking Scheme – Four Squares Estate, Bermondsey	
<b>Ward(s) or groups affected:</b>		Riverside Ward	
<b>From:</b>		Head of Operations	

## RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, be approved for implementation subject to the outcome of any necessary statutory procedures:
  - Four Squares Estate (Corner of Drummond Road and Clements Road) to be included in estate parking scheme

## BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for the implementation of a temporary amendment of the parking bays on the Four Squares Estate.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

6. The area housing team and major works team were contacted by the T&RA (Tenants and Residents Association). The T&RA represents residents of the estate that meets to discuss issues affecting residents. The group identified a need for additional parking within the estate.
7. Planning permission was granted on 14 January 2015 for the removal of grassed area and the installation of a new car parking area on the land adjacent to Marden Square on the corner of Drummond Road and Clements Road SE16

(Appendix 1).

8. There are a number of conditions attached to the provision of these new spaces which are set out in the attached planning approval document. The use is permitted until 31 January 2017, on or before which date the use shall be discontinued, and shall revert back to the former use.
9. The proposal is for an additional 23 spaces to alleviate the pressure on parking within the area caused by the temporary loss of the 135 garage spaces beneath Marden Square.
10. The group identified a need for controlled parking within the estates.
11. Permit scheme is for residents only, visitor permits are allowed.
12. Enforcement period is Monday to Sunday, 7am - 7pm.
13. It is therefore recommended that parking bays are included in the scheme to provide parking facilities to assist residents of the estate.
14. Having the additional parking bays on the estate, due to Major Works on the estate will ensure only residents and their visitors are entitled to use the parking spaces available. bays.
15. There is a parking permit scheme on the estate.

### **Community impact statement**

16. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
17. The introduction of the of temporary additional parking bays will benefit residents of the estate and their visitors.
18. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
19. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

21. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
22. 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.
23. 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.
24. 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.
25. 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.
26. These powers must be exercised so far as practicable having regard to the following matters
  - a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
  - e) any other matters appearing to the council to be relevant.

### **Consultation**

27. No informal (public) consultation has been carried out.
28. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
29. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
30. 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.
31. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its 160 Tooley Street office.
32. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.

33. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark constitution.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

#### APPENDICES

No.	Title
Appendix 1	Planning Approval 14/1/2015
Appendix 2	Existing Car Park Layout
Appendix 3	Proposed Car Park Layout

#### AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Melvina Powell, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	16 April 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>	16 April 2015	

TP(REG3)(Permit)

**SOUTHWARK COUNCIL**TOWN AND COUNTRY PLANNING ACT 1990 (as amended)  
Town and Country Planning General Regulations 1992 (as amended)

www.southwark.gov.uk

**PERMISSION FOR COUNCIL'S OWN DEVELOPMENT UNDER REG. 3****Applicant** Mr K. Orford  
Southwark Council**LBS Registered Number** 14/AP/4015**Date of Issue of this decision** 14/01/2015**Permission was GRANTED, subject to the condition(s) and reason(s) stated in the Schedule below, for the following development:**

Removal of grassed area and installation of a new car parking area

**At:** LAND ADJACENT TO MARDEN SQUARE ON THE CORNER OF DRUMMOND ROAD AND CLEMENTS ROAD, LONDON SE16**In accordance with application received on 22/10/2014 Your Ref. No.:****and Applicant's Drawing Nos.** Design & access statement; 21000/A2/02 Rev A; 2100/A2/03 Rev B; OS Plan.**Subject to the following five conditions:****Time limit for implementing this permission and the approved plans**

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

2100/A2/03 Rev B

Reason:

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

2 The use hereby permitted shall be until 31 January 2017 , on or before which date the use shall be discontinued, and shall revert back to the former use.

Reason 2

Such use, other than for a temporary period would prejudice the development of the site in accordance with Strategic Policy 2 Sustainable transport, Strategic Policy 13 High environmental design, Saved Policies 3.2 Protection of amenity and 5.6 Car Parking] the Southwark Plan 2007, and the National Planning Policy Framework 2012.

**Continued overleaf...**

TP(REG3)(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)  
Town and Country Planning General Regulations 1992 (as amended)



www.southwark.gov.uk

**PERMISSION FOR COUNCIL'S OWN DEVELOPMENT UNDER REG. 3**

**LBS Reg. No.** 14/AP/4015

**Date of Issue of this decision** 14/01/2015

**Pre-commencement condition(s)** - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations (including facilitative pruning specifications and supervision schedule) contained in the Arboricultural Method Statement. All tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

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 avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and 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 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

**Compliance condition(s)** - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 4 The temporary parking spaces hereby approved shall be constructed using a permeable material.

**Reason**

To reduce the amount of surface water run-off from the site in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy Saved Policy 3.9 Water of the Southwark Plan 2007.

**Other condition(s)** - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 5 Within 3 months from the expiration date of this permission, the temporary parking spaces shall be removed and replaced with soft landscaping. The planting, seeding and/or turfing shall be carried out in the first planting season following the removal of the temporary spaces and any trees or shrubs that are 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 the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations.

**Reason**

In accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity.

**Continued overleaf...**



TP(REG3)(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)  
Town and Country Planning General Regulations 1992 (as amended)

[www.southwark.gov.uk](http://www.southwark.gov.uk)**PERMISSION FOR COUNCIL'S OWN DEVELOPMENT UNDER REG. 3****LBS Reg. No.** 14/AP/4015**Date of Issue of this decision** 14/01/2015Signed *Gary Rice*

Head of Development Management

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: 10009790542

TP/H64

**PERMISSION FOR COUNCIL'S OWN DEVELOPMENT UNDER REG. 3**

LBS Registered Number: 14/AP/4015

Date of issue of this decision: 14/01/2015



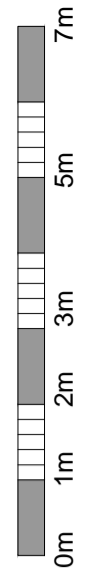
[www.southwark.gov.uk](http://www.southwark.gov.uk)

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

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**Blakeney Leigh Limited**  
Chartered Building Surveyors

Tel: 020 8777 7700 Fax: 020 8777 7600  
E-mail: John.Horgan@BlakeneyLeigh.co.uk

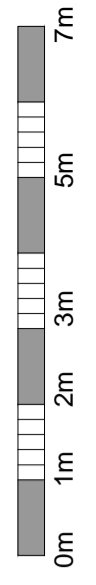
Client  
**London Borough of Southwark**

Property  
**Corner of Drummond Road  
and Clements Road**

Project  
**Car park**

Drawing Title  
**Existing Layout**

Drawn <b>N Tujjak</b>	Date <b>Dec 2014</b>
Scale <b>1:200 @ A2</b>	Drawing No. <b>2100/A2/02</b>
Checked By <b>JO</b>	Revision No. <b>A</b>



**Blakeney Leigh Limited**  
Chartered Building Surveyors

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Client  
**London Borough of Southwark**

Property  
**Corner of Drummond Road and Clements Road**

Project  
**Car park**

Drawing Title  
**proposed Layout**

Drawn <b>N Tujjak</b>	Date <b>Oct 2014</b>
Scale <b>1:200 @ A2</b>	Drawing No. <b>2100/A2/03</b>
Checked By <b>JO</b>	Revision No. <b>B</b>

<b>Item No.</b> 12.2	<b>Classification:</b> Open	<b>Date:</b> 27 June 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		Rotherhithe and Surrey Docks wards	
<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, be approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
  - St Marychurch Street – install double yellow lines adjacent to a proposed vehicle crossover that will provide access to No.1
  - Moodkee Street – convert existing single yellow line to double yellow lines to provide vehicle access to the park at any time
  - Bryan Road – extend existing double yellow lines at the junction with Rotherhithe Street to ensure sufficient space for two vehicles to pass at the junction
  - Downtown Road – install double yellow lines to improve inter-visibility at the junctions with Steers Way and Somerford Way
  - Plough Way – install double yellow lines to prevent obstructive parking and improve traffic flow and improve inter-visibility at the junctions with Lighter Close and Sweden Gate.

## 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**

### **St Marychurch Street**

6. The council's adopted streetscape design manual (SSDM) provides the policy framework for the appearance and design of streets where the council acts as Local Highway Authority.
7. The SSDM contains design standards that set out the detailed requirements for construction of highway features. Design standard DS.132 (Appendix 1) explains how any new vehicle crossover must be designed.
8. It is a requirement of that standard that any new crossover must provide no waiting at any time restrictions (double yellow lines) for at least 2 metres on either side of the crossover. This is to ensure a degree of visibility to motorists exiting from the driveway.
9. Double yellow lines prohibit waiting (generally referred to as parking) "at any time" however loading and unloading is permitted.
10. The council's asset management team have received, considered and approved in principle (subject to this decision and statutory consultation) the construction of a dropped kerb and vehicle crossover outside No.1 St Marychurch Street.
11. It is recommended, as shown in Appendix 2, that double yellow lines are installed so that the above vehicle crossing may be approved for construction.

### **Moodkee Street**

12. Councillor Barrie Hargrove reported to officers, on behalf a constituent, that cars were being parked across the dropped kerb that provides entry into King George's Fields on Moodkee Street. Vehicles parked in this manner limit access into the park, particularly disadvantaging those in wheelchairs or with pushchairs.
13. Moodkee Street is part of the Rotherhithe (H) controlled parking zone which operates Monday to Friday 8am – 6.30pm. The street is primarily residential.
14. The existing parking arrangements for this section of Moodkee Street are a combination of permit holders (H) parking bays, motorcycle bay, origin disabled bays and double and single yellow lines.
15. The gate into King George's Fields from Moodkee Street is located at the end of the street and has a single yellow line in front of it. If vehicles park on the single yellow line (outside of the controlled hours) they are not committing a parking offence. The obstruction of access is not enforceable.
16. In view of the above, as shown in Appendix 3, it is recommended that the

existing single yellow line is converted to double yellow lines to provide unrestricted access to King George's Fields.

### **Bryan Road**

17. The parking design team was contacted by a resident of Holyoake Court who raised concerns about the operation of the junction of Bryan Road and Rotherhithe Street.
18. Bryan Road is a side road to the main road of Rotherhithe Street. It is a cul-de-sac that leads only to Holyoake Court (not public highway). It is located close to Surrey Docks Farm and Holy Trinity Church and Hall. Parking in the road is mostly uncontrolled with approx. 5 metres of double yellow line at the junction with Rotherhithe Street.
19. On 16 March an officer carried out a site visit to assess the existing parking arrangements. The width of the side road limits the (high levels of) parking to the eastern side of Bryan Road only but even with this arrangement there is insufficient space for two cars to pass.
20. Officers acknowledge the resident's concerns that - should a vehicle turn into Bryan Road as another vehicle is exiting, then one or other will have to reverse to give-way. In Bryan Road this could be up to 50 metres (if kerb parking is full) but more likely, but contrary to Rule 201 of the Highway Code, motorists will reverse back into Rotherhithe Street.
21. It is unclear exactly how often this situation occurs. However officers can see value, in road safety terms, in improving the situation by preventing parking for a greater distance from the junction.
22. It is therefore recommended, as shown in Appendix 4, that the existing double yellow lines on the eastern side are extended 12 metres to provide sufficient space for those vehicles exiting Bryan Road to be positioned on the correct (left) side of the road.

### **Downtown Road**

23. The council was contacted by residents of Somerford Way with concerns about an ongoing issue of access for refuse vehicle and lack of bin collections.
24. Downtown Road is unrestricted with small sections of existing double yellow lines between Steers Way and Salter Road. Most of the properties in the surrounding streets have off-street parking.
25. An officer carried out a site visit to the Downtown Road area, 8 April 2015 to assess the existing parking arrangements and to ascertain safe and unsafe areas for parking on the highway. There is a significant development under construction and as a result there were a number of contractor vehicles parked on Downtown Road and Steers Way.
26. It was noted that car parking was occurring within 5 metres of each junction with Downtown Road. This severely restricts the ability for pedestrians (and especially children) to see oncoming or turning traffic (and vice versa) before stepping off the pavement to cross a road.

27. Demand for parking space on Downtown Road was very high (>90%). This may have the effect that motorists feel that they have no other choice but to park close to a junction.
28. Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
29. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
30. It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved.
31. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
32. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
33. The proposal to install yellow lines at these two junctions is in accordance with the council's adopted Southwark streetscape design manual (SSDM) design standard on Highway Visibility (DS114 - Highway Visibility) see Appendix 5.
34. It is therefore recommended that, as shown in Appendix 6, that double yellow lines are installed on the junctions of Downtown Road and Steers Way and Downtown Road and Somerford Way to prevent obstructive and dangerous parking and to improve indivisibility at the junctions for all road users.

### **Plough Way**

35. The council was contacted by two residents who raised concerns about an ongoing issue of congestion in Plough Way between Sweden Gate and the Tesco store and poor sight lines at the junction with Lighter Close.
36. Part of Plough Way, west of Yeoman Street, is within a parking zone however the section of road where residents have raised concern is beyond this. Parking in the area of concern is mostly uncontrolled with some lengths of existing double yellow line and bus stops.
37. On 6 May 2015 an officer carried out a site visit to assess the concerns raised and to consider if restrictions should be amended.



38. It was observed that vehicles were parking on the inside of the bend and this was reducing the capacity of the road (which is on bus route 199) and significantly impacting upon sight lines for vehicles exiting from Lighter Close.
39. It is noted that Plough Way forms a boundary with the London Borough of Lewisham. Southwark's Highway Authority responsibility for this road ends just southeast of Sweden Gate but Southwark's Traffic Authority responsibility (which includes introduction of parking restrictions) extends along the borough boundary.
40. Southwark residents in this area mostly have access to off street parking and therefore we consider that these proposals would have little impact upon them.
41. It is therefore recommended, as shown in Appendix 7, that double yellow lines are installed from the junction of Lighter Close to the junction with Transom Close and the existing double yellow lines are extended at the junction with Sweden Gate to prevent obstructive and dangerous parking and to improve intervisibility at the junctions for all road users.

### **Policy implications**

42. 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**

43. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
44. 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.
45. 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.
46. 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.
47. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles
  - Improving road safety in particular for vulnerable road users on the publichighway

### **Resource implications**

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

### **Legal implications**

49. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
50. 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.
51. 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.
52. 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.
53. 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.
54. These powers must be exercised so far as practicable having regard to the following matters
- a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
  - e) any other matters appearing to the Council to be relevant.

### **Consultation**

55. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
56. 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.
57. 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

58. 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.

59. 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

60. If these items are approved by the community council they will progressed in line with the below, approximate timeframe:

- Traffic orders (statutory consultation) – July to August 2015
- Implementation – September to October 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**

<b>No.</b>	<b>Title</b>
Appendix 1	Vehicle Crossings design standard DS.132
Appendix 2	St Marychurch Street – install double yellow lines
Appendix 3	Moodkee Street – install double yellow lines
Appendix 4	Bryan Road – install double yellow lines
Appendix 5	Highway visibility DS.114
Appendix 6	Downtown Road – install double yellow lines
Appendix 7	Plough Way – install double yellow lines

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	5 June 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>		11 June 2015

## DS.132

### Vehicle Crossings

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/R.Mahama	07.02.12	D.Waters	08.02.12
B	Final	D.Farnham	28.09.12	D.Waters	02.10.12
C	Final	D.Farnham	29.01.13	D.Waters	08.02.13
D	Final	D.Farnham	08.12.13	M.Hill	12.12.13

## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about the use and the design of crossings over footways and Cycle Tracks to allow motorised vehicles to reach private land from the carriageway (Vehicle Crossings). It does not apply to crossings to allow pedal cyclists access over footways, for which see standard DS.205.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/TDR drawing LBS/G/010 for typical details for Vehicle Crossings.
- d. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- e. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm) for a list of frequently asked questions about the design of streets and spaces.

### 1.2 Discussion

- a. Vehicle Crossings are features that allow vehicles access over footways so that they can reach driveways or other hard standing areas on private land. They have to be appropriately located and designed so that, amongst other things
  - i. the footway is not damaged as vehicles pass over it
  - ii. vehicles do not overhang the Highway when parked on private land or dwell on the Highway when entering/exiting it, so causing an obstruction
  - iii. the visual impact of the Crossing is minimised and, wherever possible, sense of continuity of the footway and pedestrian priority along it is maintained
  - iv. potential conflict with pedestrians (and in the case of emerging vehicles) other vehicles in the carriageway is safely managed

## 2 Use requirements

### 2.1 Authorisation

- a. New Vehicle Crossings must be designed and approved in accordance with SSDM requirements, including those found in other standards and procedures.

- b. See the 'Sustainable Transport' (Southwark Council, 2010) Supplementary Planning Document for details of the council acting as Local Planning Authority's requirements for the assessment of Applications to create private accesses when this would require a change in land use.

*NOTE: In the event of any difference between SSDM design requirements and those of the Sustainable Transport SPD, the Highway Authority will give precedence to those in the SSDM. The opposite is likely to apply for the council acting as Local Planning Authority.*

- c. Due to the requirement as section 3.7 to introduce No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings (and the possible need in some circumstances to make other adjustments to existing parking bays etc....), Authorisation of new Vehicle Crossings will almost always be subject to confirmation of Traffic Management Orders as per statutory and constitutional order making procedures.
- d. See 'b' about the need for legal agreements with the Borough Solicitor. New Vehicle Crossings will not be Authorised by the Highway Authority until these have been concluded.

## **2.2 Vehicle Crossing or road junction**

- a. If combined vehicle movements in and out of an access to private land in any hour are estimated to be
  - i.  $\leq 6$  commercial vehicles movements and/or
  - ii.  $\leq 12$  vehicles movements of any kind

then the access should be designed as a Vehicle Crossing in accordance with the requirements in this standard.

- b. If combined vehicle movements in and out of an access to private land in any hour exceed the values in 'a' then a road junction should be provided instead. The access from private land should be designed and treated as a carriageway, with a Raised Table as standard DS.111 applied at the junction.

## **2.3 Locating Vehicle Crossings**

- a. New Vehicle Crossings should not be located where they will conflict with any of the instances in Table 1.

Instance		New streets and spaces
A	Zig-zag lines	New Vehicle Crossings should not be located within the confines of existing zig-zag lines associated with controlled crossings. Any adjustment of lines is subject to the requirements of standard DS.308
B	Bus stop cages	New Vehicle Crossings should not be located within any bus cage or closer than 10m (on the same side of the road) to one. Any proposal to relocate an existing bus cage is subject to level 1 departure
C	Raised Tables, Speed cushions, Speed humps	New Vehicle Crossings should not be located adjacent to any of these features. The Highway Authority will consider reasonable proposals to relocate existing features at the proponent's expense. However, the requirements of relevant SSDM design standards must be met
D	Existing prescribed parking spaces	New Vehicle Crossings should not be located where they will conflict with existing prescribed parking spaces for waiting or loading (either in respect to the physical location of the proposed access or by obstructing related visibility splays). The Highway Authority will consider reasonable proposals to relocate such bays or, exceptionally, remove them without replacement. However, as this will require existing Traffic Management Orders (TMO) to be adjusted it is subject to statutory and constitutional Traffic Management Order making procedures (see note 1). In order to avoid potential waste of time a level 1 departure is required before such proposals will be considered. Approving officers must be satisfied that the proposals stand a reasonable chance of being approved via those order making processes
E	Close proximity to side roads	On streets that are within a 20mph zone or that have a 20 mph speed limit, new Vehicle Crossings should not be located within 10m of a side road junction to the same side of the road. This should be measured from the projected edge of the nearest kerb of the interfacing road (prior to any corner radii) to the nearest edge of the private access. On Classified Road (A and B roads) and any streets with 30mph speed limits, then the distance should be 20m
F	Locations with poor visibility for road users	New Vehicle Crossings should not be introduced on the inside of bends if the radius of curvature at the centre line of the carriageway is less than 90 metres.
G	Street trees	New Vehicle Crossings should not be introduced where it will require removal of any existing tree or otherwise impact unacceptably upon any existing tree (see note 2). Any proposal to remove a tree is subject to the requirements of standard DS.501.
H	Green verges	New Vehicle Crossings should not be introduced where it will require an existing grassed or planted verge or other area of landscaping to be broken. Any departure request to do so will normally be subject to the provision of compensatory landscaped areas. See also note 3
I	Land Ownership	Private hard standings (and associated visibility splays for vehicle emerging from these onto the Highway – see section 3.6) should normally be within the Applicant's freehold ownership. If this is not the case then the Applicant will need to obtain the consent of the freeholder. See also section 3.1
<p><b>NOTES</b></p> <p>1) These Order making procedures require the public to be consulted. If objections are received then proposals will normally be referred to the members of the relevant Community Council for the final decision, which will be taken at one of their programmed meetings.</p> <p>2) Examples of unacceptable impact include risk of collision with trunks due to the width of the access or damage to the rooting zone of trees due to vehicle overrun. It is unlikely to be permitted to construct Vehicle Crossings over previously soft landscaped areas of a tree's Root Protection Zone. See also note 3.</p> <p>3) As per standard DS.601, the Highway Authority will not normally permit the use of 'no-dig' constructions as a means of allowing <u>existing</u> soft landscaped areas within the Highway to be paved over whilst avoiding impact drainage or root protection areas.</p>		

Table 1 - Location constraints on new Vehicle Crossings

### 3 Design requirements

#### 3.1 Private land owner's responsibilities

- a. When they apply for new Vehicle Crossings, private land owners are responsible for
  - i. covering all costs associated with both
    - works within the Highway to design, build, construct and approve the Vehicle Crossing
    - any necessary legal agreements with the Borough Solicitor (for which see 'b')
  - ii. re-grading their land at the interface with the Highway to accommodate nominated Vehicle Crossing details and prevent risk of vehicle grounding (see section 3.2)
  - iii. providing a hard standing on their land of the dimensions required as 3.2
  - iv. putting in place suitable drainage measures at the limits of the Highway to prevent surface water from their land shedding onto the Highway (see section 3.4)
  - v. (If the Applicant is not the owner of the property) obtaining the written consent of the owner to necessary legal agreements. See 'b' for further information
  - vi. carrying out any other works necessary on private land to make the Vehicle Crossing acceptable (e.g. amending walls or hedge lines to provide adequate visibility, widening accesses)
- b. In addition to the above, private land owners are required to enter into one or more legal agreements with the Borough Solicitor agreeing and undertaking
  - i. not to allow any vehicle parked on their land to overhang the footway. See section 3.2 for further information
  - ii. not to construct any gates over the private drive unless they are set back by  $\geq 6\text{m}$ . See section 3.3 for further information
  - iii. to exit (and in most instances) enter the Vehicle Crossing in forward gear. See section 3.6 for further information
  - iv. not to obstruct visibility splays on their land at the interface between the private hard standing and Highway for vehicle users emerging onto the Highway. See section 3.6 for further information

These agreements will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. If the Applicant is not the land owner then (as discussed above) they will need to obtain their consent. As discussed in section 2.1, the Highway Authority will not Authorisation construction of Vehicle Crossings until these agreements are concluded.

#### 3.2 Hard standings on private land

- a. Vehicle Crossings must lead directly to a hard standing on private land. These must large enough to allow vehicles to park without overhanging the Highway and causing an obstruction in breach of Section 137 of the Highways Act 1980 (in relation to which see also '3.1b') . The size of the area will be considered on a case specific base. Details of the vehicle that will be using the access must be provided. However, the minimum dimensions should be as follows.
  - i. Hard standing for vehicles positioned parallel to street  
2.4m deep by 6m along the street



- ii. Hard standing for vehicles positioned perpendicular to the street
  - For single vehicles - 3m along the street by 5.5m deep
  - For two vehicles - 5m along the street by 5.5m deep for two vehicles
- b. As discussed in 3.1, Applicants are responsible for profiling/grading their private hard standing to interface with the plateaus of Vehicle Crossings. This is an important point of detail as the Highway Authority will not normally lower footways to meet existing private land grades.

### 3.3 Gates on private land

- a. If an Applicant wishes to gate their Vehicle Crossing then those gates
  - i. may not open onto the Highway. This is as per Section 153 of the Highways Act 1980
  - ii. must be set back by  $\geq 6\text{m}$  from the limit of the Highway in order to prevent vehicles from obstructing the footway or carriageway whilst they are opened. This is as per Section 137 of the Highways Act 1980. See also '3.1b' about legal agreements to ensure that these are not introduced in future.

### 3.4 Drainage of private land

- a. As per section 163 of the Highways Act 1980, surface water from private land may not fall or shed onto the Highway. Applicants are solely responsible for carrying out works on their private land to ensure this.

*NOTE 1: The easiest way to achieve this is by profiling private hard standings to fall away from the Highway. However, if this is not possible then it may be necessary to install a linear grid drain or similar along the Highway interface.*

*NOTE 2: Applicants for new Vehicle Crossing should note that, as a Town & Country Planning requirement, hard standings on private land are normally required to use a pervious construction. However, this is not a matter for the Highway Authority.*

### 3.5 Standard Details

- a. Vehicle Crossings should be designed in accordance with the SSDM/TDR drawing LBS/G/010 Details explained in Table 2 (see note). Plateau widths should be as Table 1. Minor modifications to these details may be permitted by Level 1 Departure. Any existing Vehicle Crossings encountered within project areas should be updated in accordance with these requirements.

*NOTE: All of these Details require the footway to remain at grade as it passes over the Crossing plateau (as opposed to dropping down to carriageway level). Interface grades on private land must be designed to allow this.*

Estimated vehicle use		Type of premises served	Detail to be used as per SSDM/TDR drawing LBS/G/010
Designation	No. of combined vehicle movements in and out of private land in any hour		
Occasional use	≤ 3 commercial vehicles or ≤ 6 vehicles of any kind	Residential	Type 1  In existing streets and spaces (but not new) Type 2 detail may be used by Level 1 Departure if ramp width (across the footway) would be either >1250mm or >40% the total width of the footway (though see note)
		Commercial	
Frequent use	> 3 but ≤ 6 commercial vehicles or > 6 but ≤ 12 vehicles of any kind	Residential	Type 3
		Commercial	Type 4
<p><b>NOTE</b> In the case of existing streets and spaces, it must be demonstrated that it would not be feasible to widen the footway in order to avoid the use of a Type 2 detail.</p>			

Table 2 - Typical details to be used for Vehicle Crossings

SSDM/RP Specification Area	Minimum width of pedestrian plateau measured across the footway or cycleway (metres)	
	Existing streets and spaces (see note 2)	New streets and spaces
*World Centre*	1.8m	2.1m
*Town Centre* - Zone A (see note 1)	1.8m	2.1m
*Town Centre* - Zone B (see note 1)	1.5m	1.8m
*Heritage*	1.5m	1.8m
*Village*	1.5m	1.8m
*Docks*	1.5m	1.8m
*General*	1.5m	1.8m
<p><b>NOTE</b> 1) See standard DS.208 for definitions of Zone A and Zone B within *Town Centre* Specification Areas. 2) If new Vehicle Crossings are proposed in existing streets and spaces then (where necessary) footways and other non-carriageway pavements should be widened so that the plateau widths in this Table are achieved. Any Requests for Departure to not do so that widening is not feasible owing to restrictions on street width or engineering constraints.</p>		

Table 3 - Minimum plateau widths for Vehicle Crossings

### 3.6 Visibility for emerging vehicle users

- a. Visibility splays should be provided for emerging vehicle users in accordance with standard DS.114 requirements at
  - i. the interface between the private drive/hard standing area and the Vehicle Crossing. See also '3.1b' about legal agreements to ensure that these are not obstructed in future
  - ii. (where required as standard DS.114 – see note) the interface between the Vehicle Crossing and the carriageway

*NOTE: In general, standard DS.117 only requires visibility splays at carriageway interfaces for Vehicle Crossing located on Classified Roads (A and B roads)*

- b. Vehicles should be able to exit and (wherever possible) enter private land in forward gear. If it is not possible to provide a turning head on private land then, except on Classified Roads (A and B Roads), reversing into the Vehicle Crossing from the carriageway may be acceptable subject to local traffic conditions and safety considerations. If reversing is the proposed solution then
  - i. this should always be made a Point Of Enquiry within a Road Safety Audit (see SSDM/PR procedure PC.040)
  - ii. the legal agreement required as '3.1b' should be varied to require this.

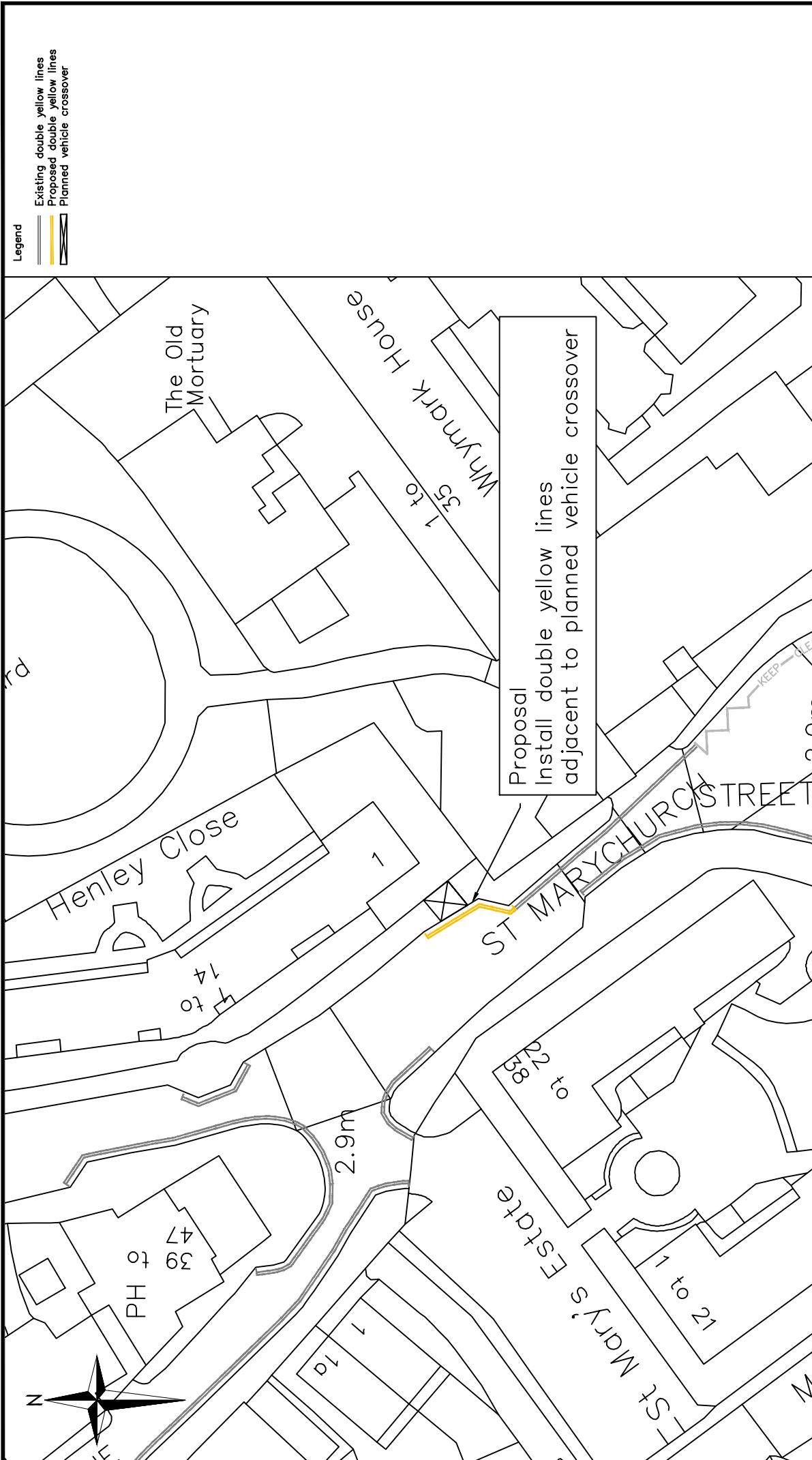
### **3.7 Parking restrictions around Vehicle Crossings**

- a. See standard DS.002 about providing No Waiting At Any Time restrictions through and in the vicinity of Vehicle Crossings.

*NOTE: Broadly, in most instances restrictions are needed through and to 2m either side of each Crossing. However, for Vehicle Crossings on Classified Roads (A and B roads) restrictions are normally needed to the entire extent of related visibility splays (for which see standard DS.114).*

- b. See standard DS.007 about introducing H-Bar markings and treatment of any existing encountered within a project area.

*NOTE: Broadly, H-Bars are not normally permitted and any existing should normally be removed.*



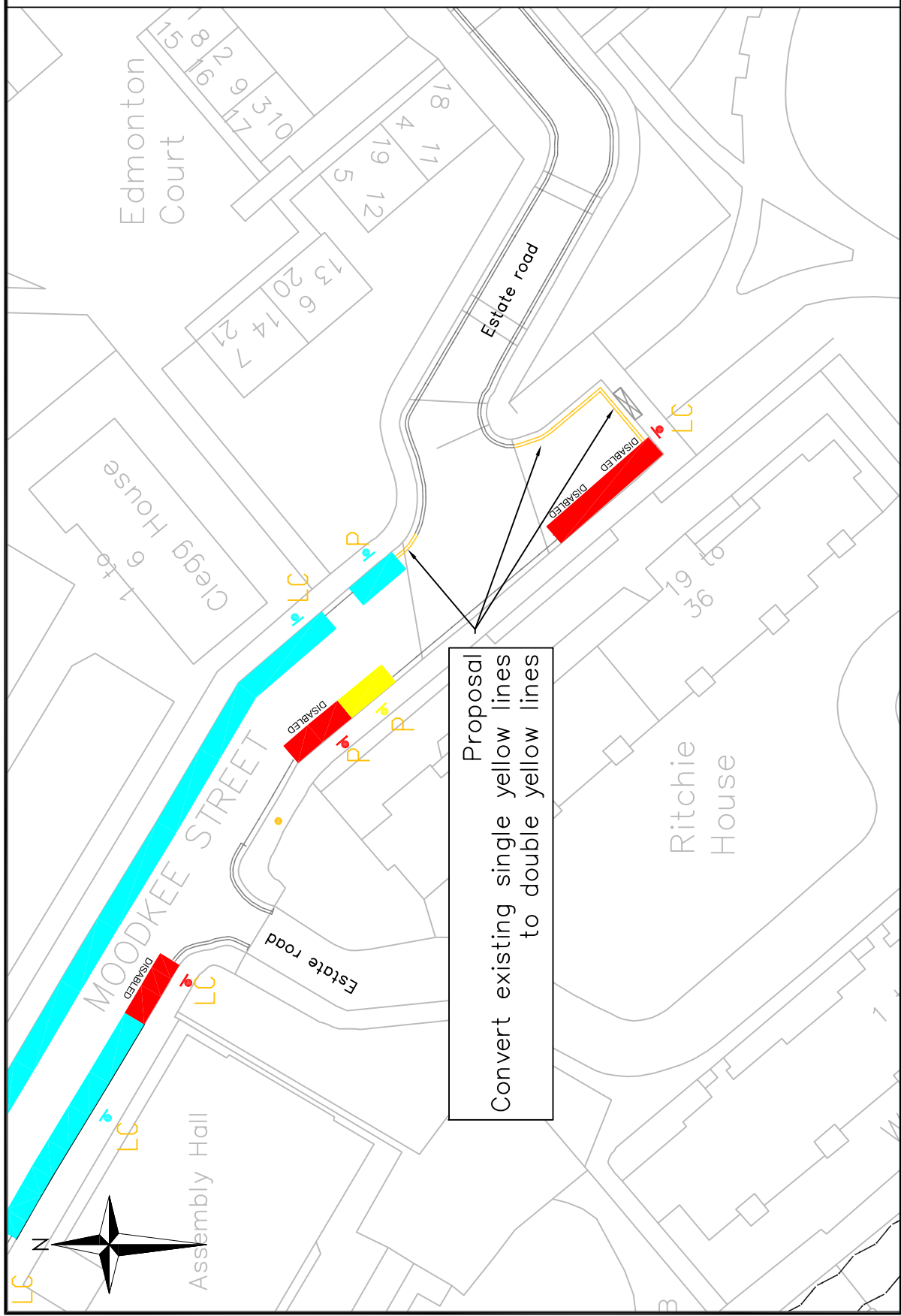
Legend  
 Existing double yellow lines  
 Proposed double yellow lines  
 Planned vehicle crossover

Proposal  
 Install double yellow lines  
 adjacent to planned 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 1516Q1 LOCAL PARKING AMENDMENTS	Community Council BERMONDSEY AND ROTHERHITHE	Date 11/03/15	Scale 1:500 @ A4	Dm MH	Chk MH	App CJ		
		Drawing Title ST MARYCHURCH STREET PROPOSED DOUBLE YELLOW LINES PLANNED VEHICLE CROSSOVER	Ward(s) ROTHERHITHE	Dwg No. 1516Q1004	Rev A	Description APPENDIX 2	Rev A	Date 11/03/15	Dm MH	Chk MH
										© Crown copyright and database rights 2014, Ordnance Survey (0100019232)

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- Legend**
- Existing single yellow lines
  - Existing double yellow lines
  - Proposed double yellow lines
  - Existing permit bay
  - Existing disabled bay
  - Existing motorcycle bay

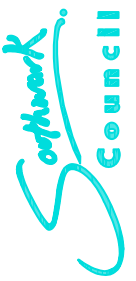


Proposal  
Convert existing single yellow lines  
to double yellow lines

Community Council <b>BERMONDSEY AND ROTHERHITHE</b>					
Ward(s) <b>ROTHERHITHE</b>					
Date	Scale	Drn	Chk	App	
17/03/15	1:500 @ A4	MH	TW	TW	
Dwg No.	1516Q1006		Rev		
Status	APPENDIX 3		Rev	Date	App

Project  
**1516 LOCAL PARKING AMENDMENTS**

Drawing Title  
**MOODKEE STREET  
PROPOSED DOUBLE YELLOW LINES**



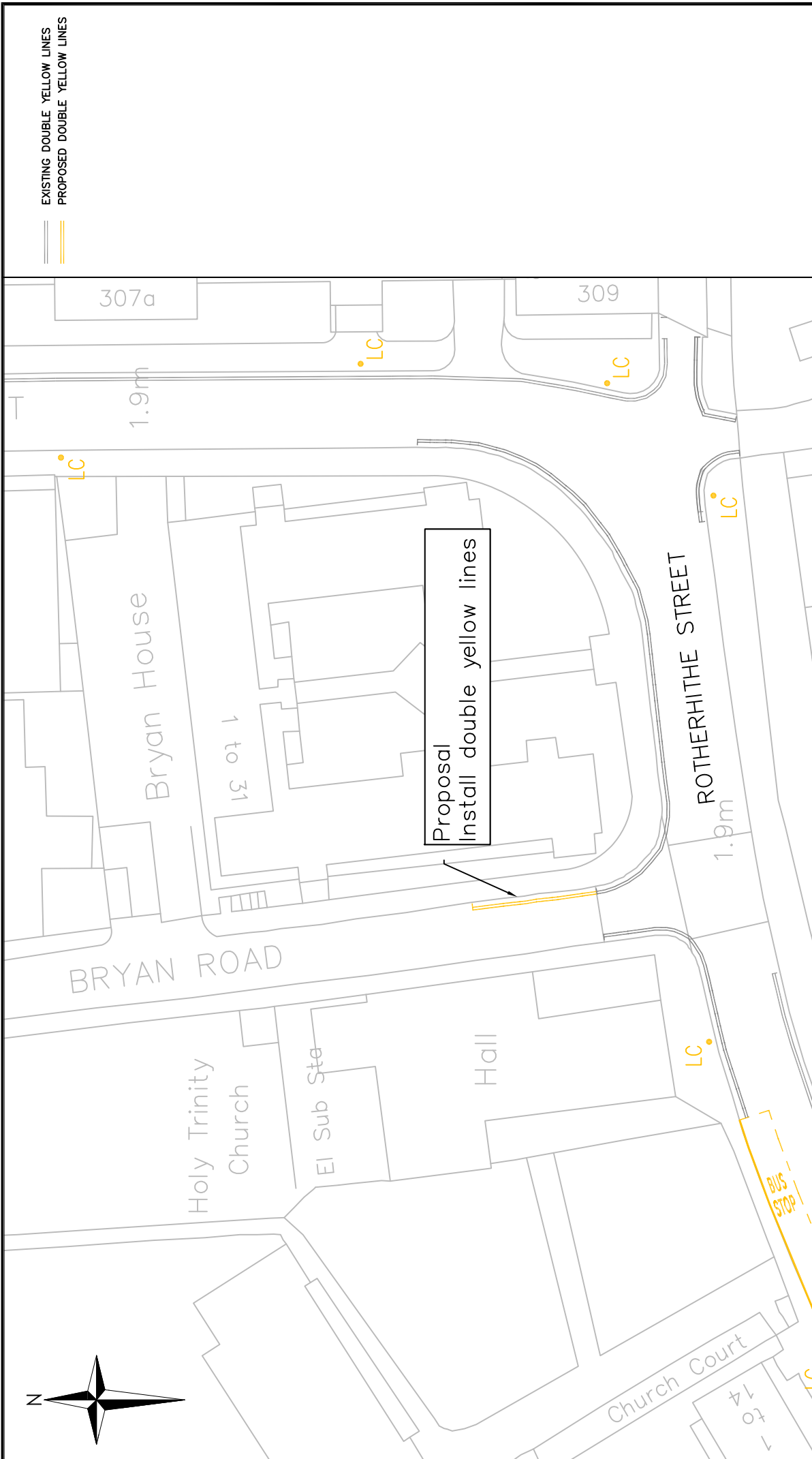
Public Realm Projects  
Parking Design

Environment and Leisure  
Floor 3, Hub 1  
Southwark Council  
160 Tooley Street  
PO Box 64529  
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects

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EXISTING DOUBLE YELLOW LINES  
PROPOSED DOUBLE YELLOW LINES



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>1516Q1 LOCAL PARKING AMENDMENTS</b>  Drawing Title BRYAN ROAD PROPOSED DOUBLE YELLOW LINES						Community Council <b>BERMONDSEY AND ROTHERHITHE</b>  Ward(s) <b>SURREY DOCKS</b>							
				Date 16/03/15 Scale 1:500@A4 Date 16/03/15						Date 1516Q1_008 Scale APPENDIX 4							
	Holy Trinity Church EI Sub Sta Hall Church Court Bryan House			ROTHERHITHE STREET BRYAN ROAD			Description A			Rev Date Description Dm Chk App							
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## DS.114

### Highway visibility

Rev.	Status	Created by	Date	Approved by	Date
A	Final	D.Farnham/C.Agyei-Frempong	09.03.12	D.Waters	10.04.12
B	Final	D.Farnham	17.09.12	D.Waters	02.10.12
C	Final	D.Farnham	05.12.13	M.Hill	19.12.13

## 1 Introduction

### 1.1 Notes

- a. This standard explains requirements about visibility between road users. This often has a considerable influence on the arrangement of streets.
- b. See standard DS.900 for definitions of terms used in this design standard. Note in particular the definitions for 'should', 'will', 'may', 'level 1 departure', 'level 2 departure' and 'approving officer' as used to describe requirements.
- c. See SSDM/PR procedure PC.082 about the status of any revised version of this standard that may be issued during the active life of a project.
- d. See the SSDM webpages at [www.southwark.gov.uk/ssdm](http://www.southwark.gov.uk/ssdm) for a list of frequently asked questions about the design of streets and spaces.

### 1.2 Discussion

- a. Providing adequate visibility between street users is important to everyone's safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
- b. Stopping distances vary with vehicle type and speed. However, research now suggests that providing excessive visibility can also introduce dangers as it may increase the speed that people drive or ride at.
- c. Common law provides that drivers should take the road as they find it and moderate their use of it to conditions. Consequently, in some instances heavily restricted visibility may be appropriate providing that it promotes caution in road users and suitable speeds and behaviours in response. Examples might be tight bends in the road that are strongly defined by enclosing buildings, so that the presence of the bend and need to slow is unmistakable. However, care must be taken to avoid concealing users (particularly small children) within areas where visibility is otherwise consistent. Examples might include visibility traps created by large items of street furniture close to the road side.

## 2 Requirements

### 2.1 Visibility at major/minor priority junctions

*NOTE 1: Major/minor priority junctions are those where two roads meet - with traffic along one of these having priority over the other through the junction. T junctions are a common form. Priority may be either formal (owing introduction of giveaway road markings and traffic signs) or informal (owing to priorities implied by tight geometry or other design features). The minor road is that on which users of the carriageway should give way. The major road is that on which they have priority. Note that this does not include roundabouts or signal controlled junctions.*

*NOTE 2: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be maintained at all such junctions. That splay should exist between the following points.
  - i. A point located on the minor road at a distance of (X) metres back from the edge of the major road carriageway.
    - This point is measured back from the actual or notional centre line of the minor road.
    - If a side road includes a Traffic Island in the junction mouth then the carriageway is that on the side of Island from which traffic will enter the junction space.
    - The value of (X) should be 2.4m. This may be reduced to 2.0m on 20mph streets by level 1 departure is agreed. This will general only be appropriate where traffic flows and very low.
  - ii. A point on the nearside of the major road carriageway on the approach to the junction from that direction (normally to the right of any user exiting from the minor road).
    - This should be located a distance of (Y) metres along the main road carriageway (measured along the real or notional edge of carriageway) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' is taken.
    - In most instances, the edge of carriageway along the major road should be taken to be the nearside kerb edge. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features will cause vehicles to move away from the edge of the kerb as they approach the junction then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance.
    - The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.
  - iii. A point on the far-side of the main road carriageway on the approach to the junction (normally to the left of any user exiting from the minor road). This should be located
    - at a distance of (Y) metres along the main road carriageway (measured along the notional centre line of the road) from the notional centre line of the minor road carriageway from which the (X) distance in 'i' above was measured.
    - on a line drawn perpendicular to this notional centre line of the major road. Normally this will be on the real or notional centreline of the major road defining the limit of the running lane that may be used by approaching vehicles. However, if permanent or foreseeable temporary features (like parked cars) are likely to cause approaching vehicles to move out into the real or notional opposing lane when approaching the junction (or where contra flow cycle lanes exist on one way streets) then it should be drawn to the near side kerb edge of the major road carriageway (or other point



agreed with Approving Officers). Approving Officers have discretion to instruct this if they believe this will be the case.

- The value of (Y) should be based on the stopping sight distance. This should be 25m on 20mph streets and 43m on 30mph streets. However, see section 2.9 about the potential use of reduced stopping sight distance values.

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

- b. On existing streets where built form limits visibility (e.g. buildings or walls tightly enclose a junction) then - to improve this – designers should consider using alternative forms of junction control and/or introducing footway Build Outs to move forward the give way line.

*NOTE: See standard DS.118 for further information about footway Build Outs.*

## 2.2 Visibility at Signalised Junctions

*NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- a. Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B \*Outline Design\* or (if that Phase is not being undertaken) Phase C \*Detailed Design\* (see note).

*NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.*

## 2.3 Visibility at roundabouts

*NOTE: See also standard DS.002 about providing waiting restrictions around junctions for road safety purposes. These apply irrespective of visibility requirements.*

- a. Information will be added here in future. In the meantime, visibility requirements will be agreed on a case specific basis with approving officers prior to the commencement of Phase B \*Outline Design\* or (if that Phase is not being undertaken) Phase C \*Detailed Design\* (see note).

*NOTE: See SSDM/PR procedure PC.002 for further information about Phases and Workstages.*

## 2.4 Visibility at Vehicle Crossings

### 2.4.1 On entry to the carriageway

- a. If Vehicle Crossings are located on Classified Roads (A or B Roads) then a visibility splay as per that required for major/minor priority junctions (see section 2.1) should be provided for vehicles emerging into the carriageway at the interface with this.
- b. In circumstances other than the above, no visibility splay at this location is required. However see also
  - i. standard DS.002 about providing waiting restrictions through and in the vicinity of Vehicle Crossings. These apply irrespective of visibility requirements
  - ii. section 2.4.2 about visibility splays for at the interface between private hard standings and the Vehicle Crossing plateau for emerging vehicles

### 2.4.2 On entry to the Highway from private hard standings

- a. At the interface between a private hard standing and the rear limit of the Highway at a Vehicle Crossing, vehicle users emerging from the latter should be provided with a clear visibility splay in both directions that is unimpeded by any significant obstructions (see section 2.9). This is so that they can see pedestrians who may be passing along the footway. That splay should exist between the following points.
- i. A point off-sett 1.5m from the real or notional limit of either edge of the private drive or hard standing positioned 2.4m back from the interface with the Highway. Separate such points should be established for each side of the private drive or hard standing
  - ii. A point located on the interface between the private hard standing or drive and Highway, offset beyond the real or notional limit of the former along this by
    - 0.6m for Vehicle Crossings leading to residential premises
    - 1.5m for Vehicle Crossings leading to commercial premises

A separate such point should be identified to each side of the crossing

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

*NOTE: Normally achieving the above visibility splay will mean chamfering or otherwise indenting property lines to the edge of the drive at the interface with the Highway. Low railings, planting or bollards may all be means of achieving this.*

## 2.5 Visibility at Formal Crossings

*NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at Formal Crossings for road safety purposes. These apply irrespective of visibility requirements.*

### 2.5.1 Formal Crossings located along links (away from junctions) and on major roads at major/minor priority junctions

- a. A clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between waiting pedestrians and users of the carriageway approaching in the nearside lane. This area is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
- i. A point on the nearside approach to the crossing along the major road (normally to the right of any user waiting to cross).
    - This should be located a distance of (Y) back from the nearest edge of the blister tactile surfaced waiting area of the crossing along the edge of the carriageway
    - In most instances, the point should be off-sett from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
    - The value of (Y) should be
      - 25m on 20mph streets if these are not also principle roads
      - 43m on 30mph streets or 20mph streets that are also principle roads

However, see also section 2.9 about potential use of lesser values.

- ii. The entire back edge of the blister tactile waiting area of the Formal Crossing (excluding any leg).

Visibility within the splay defined by the above should also be checked in the vertical plane as section 2.8.

### **2.5.2 Formal Crossings to side roads at major/minor priority junctions**

- a. The judgement of what represents suitable visibility is left to the discretion of designers (see note 1). However, proposals should be reviewed in light of the findings of Road Safety Audits and revised where appropriate. Normally this review will take place as part of a following Quality Audit (see note 2).

*NOTE 1: A common-sense approach should be taken. Basing visibility requirements on rigid vehicular stopping sight distance values and splays is unlikely to be appropriate since users of the carriageway will typically slow to conduct their turns. They are also likely to be more prepared for the possibility that pedestrians might attempt to cross the road than in other locations. However, this depends upon good awareness of the crossing and road geometry that enforces slower speeds. Use of tight corner radii and Raised Table features to slow vehicles, and landscaping treatments that communicate the potential for crossing conflict are likely to assist with achieving this. See also standard DS.206 about maximum set-back distances from junctions for Formal Crossings.*

*NOTE 2: Where they have concerns about the suitability of proposals then approving officers may make the adequacy of these a Point Of Enquiry in the Audit Brief for the Road Safety Audit. See procedure PC.040 for further information about Road Safety Audits. See procedure PC.022 for further information about Quality Audits.*

### **2.5.3 Formal Crossings forming part of a Signalised Junction**

- a. See section 2.2.

## **2.6 Visibility at cycle access dropped kerbs (including those providing access to cycle tracks)**

*NOTE: Designers should also see standard DS.002 about requirements for the provision of waiting restrictions at cycle access dropped kerbs for road safety purposes. These apply irrespective of visibility requirements.*

### **2.6.1 Those providing access to or from a Cycle Track**

- a. At junctions between cycle tracks and carriageways, visibility should be provided as per the requirements for other types of road junctions in other sections of this standard. Visibility for and of pedal cycle users should be no different to that for motorised vehicles.

*NOTE: Where cycle tracks run parallel to the carriageway along their edge, and exit at near parallel onto them then visibility arrangements will be agreed on a case specific basis.*

### **2.6.2 Those providing access to Stands on a footway**

- a. Where dropped kerbs are provided only to allow access to pedal cycle stands located on a footway (or a private hard standing immediately adjoining the Highway) then a clear visibility splay that is unimpeded by any significant obstructions (see section 2.9) should be provided between cyclists waiting to leave the footway via this and users of the carriageway approaching in the nearside lane. This splay is defined between the following points but should include also the entire area of the carriageway to the off-side of the line formed from these.
  - i. A point on the nearside approach to the dropped kerb along the major road (normally to the right of any user waiting to cross).

- This should be located a distance of (Y) back from the nearest edge of the dropped kerb (excluding any associated flares) crossing along the edge of the carriageway
- In most instances, the point should be off-set from the near-side edge of the carriageway by 1.0m. However, if it can be demonstrated to the satisfaction of approving officers that Build Outs or other nearby permanently occupied features in the carriageway will cause approaching vehicles to be positioned even further from the near-side kerb then, subject to level 1 departure, it may be off-set into the carriageway by an agreed distance. Approving officers also have discretion to instruct lesser distances, though they should do so only in exceptional circumstances such as where a carriageway is very narrow.
- The value of (Y) should be
  - 25m on 20mph streets
  - 43m on 30mph streets

However, see also section 2.9 about potential use of lesser values.

- ii. A point representing the position of the cyclist waiting to enter the carriageway located
  - In the centre of the length of dropped kerb
  - off-set back perpendicular from the edge of carriageway by 0.80m

## 2.7 General forward visibility along links

- a. Users of the carriageway should be provided with forward visibility that exceeds their stopping sight distance.
  - i. This should be established as explained in section 7.8.1 of Manual for Streets (Department for Transport, 2007).
  - ii. The off-set from the edge of carriageway taken as the viewing position of drivers or riders should be 1.5m for both motorists and pedal cyclists
  - iii. The stopping sight distance should be 25m on 20mph streets and 43m on 30mph streets. On cycle tracks, it should be 9m (this assumes a 10mph design speed). See section 2.9 about the potential use of reduced stopping sight distance values.
  - iv. Visibility should also be checked in the vertical plane as section 2.8.
- b. Where traffic signals and other important signs are provided along carriageways then forward visibility should be checked to ensure that drivers have sight of these. Particular care should be taken in checking that tree canopies do obscure visibility in the vertical plane.

## 2.8 Considering visibility in the vertical plane

- a. Visibility checks between (X) and (Y) points (and resulting overall splays) should also be undertaken for the vertical plane. The driver or rider's view at the (X) point should be modelled between 1.05m and 2.0m above ground. They should have clear visibility, unimpeded by significant obstructions (see section 2.8), of all areas of the splay between 0.6 and 2.0m above surface level.

## 2.9 Use of reduced visibility values

- a. Where referenced to this section then reduced (Y) values may be used by level 1 departure. This may be justified either by

- i. reduced vehicle speeds and consequent reduced stopping sight distances. Distances should then be calculated in accordance with methodology explained in section 10.1 of Manual for Streets II (Chartered Institute of Highways and Transportation, 2010) having corrected for bonnet length and deceleration rate.
- ii. other features that give confidence that street users will proceed with sufficient caution and awareness of the potential for incidents such that the arrangement would operate safely.

Where approving officers are satisfied that such a reduction might be reasonable then level 1 departure should be given first In Principal Only. This must be provided in advance of issuing information for any Road Safety Audit (if one is required within that Phase). The acceptability of stopping sight distances should be made a Point Of Enquiry in the Audit Brief. Final Confirmation of the level 1 departure should be subject to consideration of the Audit Report findings. This will normally take place within a following Quality Audit (see note).

*NOTE: See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.*

## 2.10 Significant obstructions within visibility splays

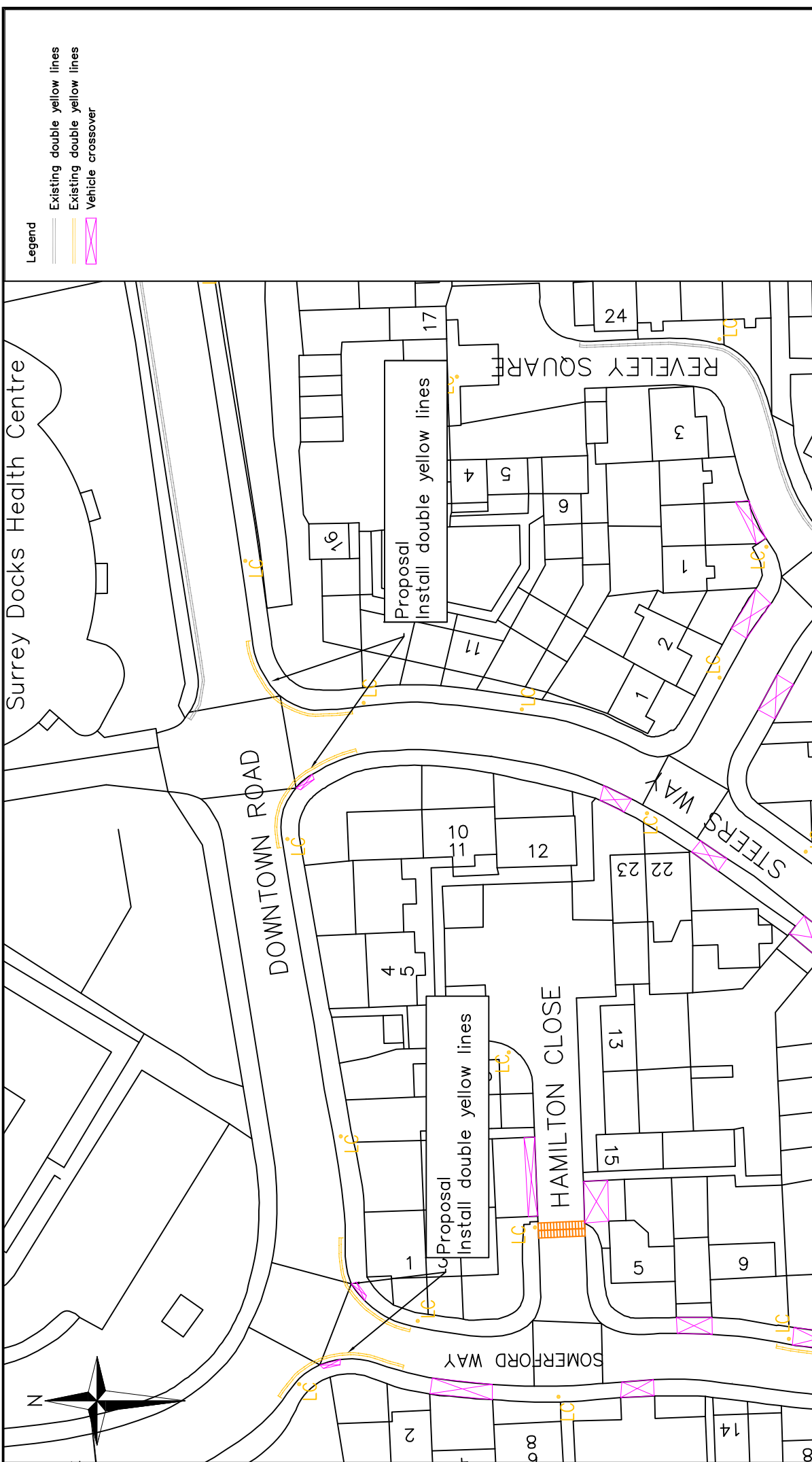
- a. Items that significantly obstruct visibility and which therefore should not be located within visibility splays include
  - i. walls that are  $\geq 0.6\text{m}$  in height
  - ii. motor vehicles parked at the road side
  - iii. bus cages (since unless level 1 departure is agreed it should be assumed that they are permanently occupied by buses)
  - iv. trees trunks (or tree guards) with a mature stem diameter  $\geq 0.45\text{m}$  at heights between 0.6m and 2.0m above ground level (see note)
  - v. tree canopies
  - vi. litter bins higher 0.6m and wider than 0.45m
  - vii. seating with back rests
  - viii. utility or signal control cabinets that are higher than 0.6m and wider than 0.45m
  - ix. phone kiosks
  - x. bus shelters
  - xi. advertisement boards
  - xii. any other structure that is higher than 0.6m and wider than 0.45 is not sufficiently visually permeable

*NOTE: Trees will not achieve their mature diameter for several decades until after planting out. The stem diameter at planting will always be much narrower than this. It is therefore important that designers are aware of the mature stem diameter that existing or proposed trees will ultimately achieve. Approximate values for approved trees can be found in the SSDM/SER/Tree palette. Where it is permitted to use non-approved trees or these are encountered then values will be advised by approving officers on a case specific basis.*

- b. Existing trees with diameters  $\geq 0.45\text{m}$  (as 'a.v') should not be removed where they pose an obstruction to visibility. Instead
  - i. junctions should instead to be remodelled so that the trunk is no longer located in the visibility splay; and/or

- ii. other physical measures should be taken to reduce the risk of conflict (e.g. changing the type of junction control or reducing vehicle speeds such that the necessary stopping sight distance can be reduced).
- c. Proposals to locate pedal cycle stands within visibility splays will be considered on a case specific basis. Individual stands located at reasonable distances from one another are unlikely to be considered obstructions - particularly if they are angled with awareness of visual permeability. However, dense groupings of stands within the line of visibility are unlikely to be acceptable since – once occupied with cycles – they are together likely to obscure views.

*NOTE: Where approving officers are uncertain whether or not proposals are likely to be acceptable then this should be made a Point Of Enquiry within a Road Safety Audit. The final decision whether or not to permit this should then be taken following consideration of the RSA Audit Report findings. Normally these will be considered in a following Quality Audit. See SSDM/PR procedure PC.040 for further information about Road Safety Audits and procedure PC.022 for information about Quality Audits.*

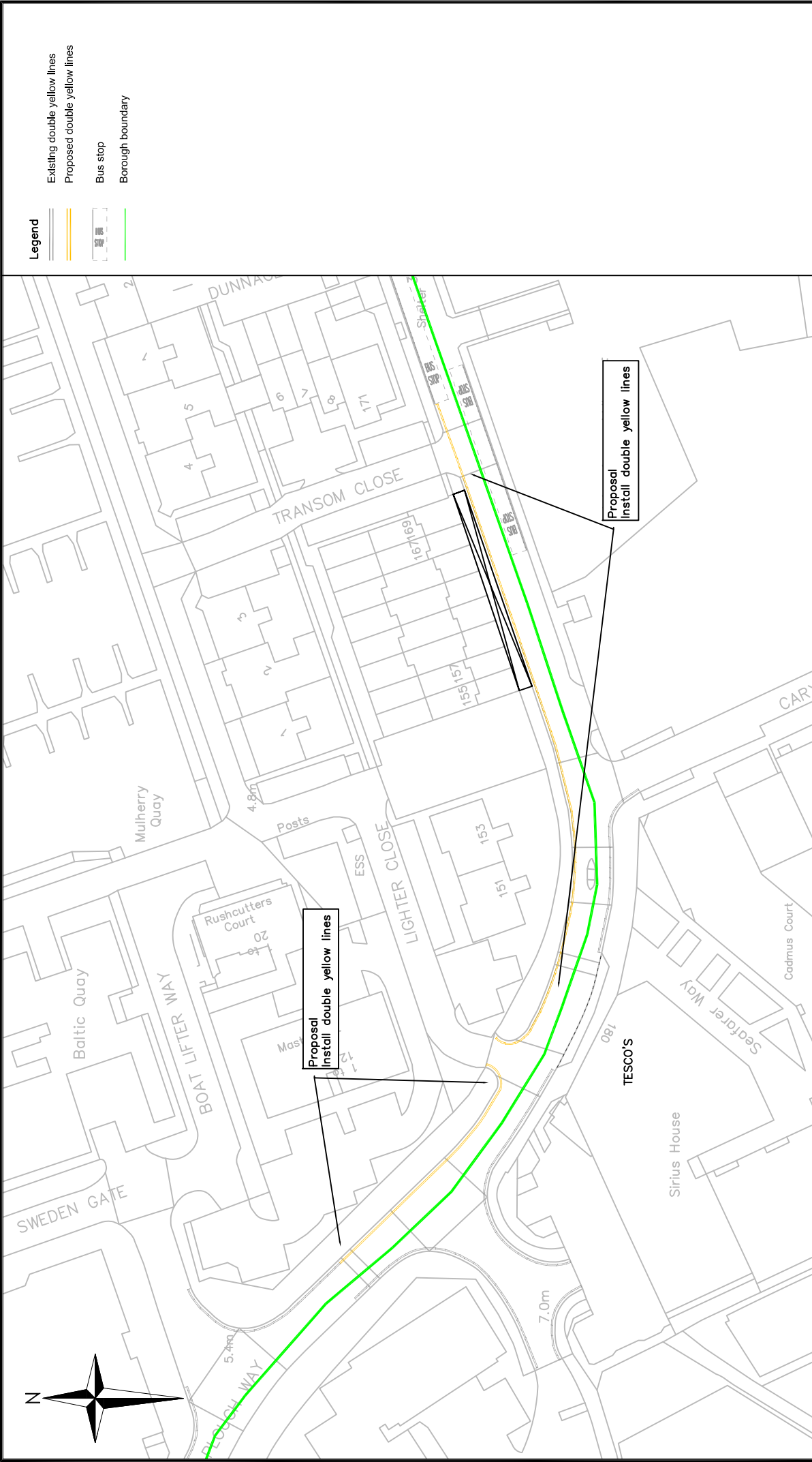



**Legend**

- Existing double yellow lines
- Existing double yellow lines
- 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  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>				Project  1516 LOCAL PARKING AMENDMENTS  Drawing Title DOWNTOWN ROAD PROPOSED DOUBLE YELLOW LINES		Community Council BERMONDSEY AND ROTHERHITHE  Ward(s) SURREY DOCKS		Date 23/04/15 Scale NTS Date 23/04/15 Scale NTS Date 23/04/15 Scale NTS		Drm MH Drm MH Drm MH		Chk TW Chk TW Chk TW		App TW App TW App TW	
Status 1516Q1015 APPENDIX 6		Rev A		Description Description Description		Date Date Date		Drm Drm Drm		Chk Chk Chk		App App App			

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Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>				Project <b>1516 LOCAL PARKING AMENDMENTS</b>  Drawing Title <b>PLOUGH WAY                  PROPOSED DOUBLE YELLOW LINES</b>		Community Council <b>BERMONDSEY AND ROTHERHITHE</b>  Ward(s) <b>SURREY DOCKS</b>		Date <b>06/05/15</b> Scale <b>1:1000 @ A4</b> Date <b>06/05/15</b> Dwg No. <b>1516Q1022</b>		Drn <b>MH</b> Chk <b>TW</b> App <b>TW</b>		Status <b>APPENDIX 7</b> Rev <b>A</b>		Description Rev Date Drn Chk App	
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<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 27 June 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Secure Cycle Parking (Bike Hangars)	
<b>Ward(s) or groups affected:</b>		Grange and Rotherhithe wards	
<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 Environment and the Public Realm:
  - Due to a majority of respondents supporting the introduction of a cycle hangar:
    - 80% in Lower Road;
    - 67% in Leathermarket Street;

it is recommended that the schemes proceed to implementation subject to necessary statutory procedures.

## 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 Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

## KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.
8. 80 % of respondents to the public consultation in Lower Road were in favour of the scheme (a total of 5 responses).

9. 67 % of respondents to the public consultation in Leathermarket Street were in favour of the scheme (out of a total of 15 responses).
10. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
11. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the Cabinet Member prior to implementation.

## **RECOMENDATIONS TO THE CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM**

12. On the basis of the results of the public consultation, the Cabinet Member is recommended to approve the implementation of the proposed bike hangars on Lower Road and Leathermarket Street subject to completion of statutory procedures.

### **Policy Implications**

13. 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 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle
  - Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
  - Policy 2.3 Promote and encourage sustainable travel choices in the borough
  - Policy 4.1 Promote active lifestyles
  - Policy 5.8 Improve perceptions of safety in the public realm
  - Policy 6.3 Support independent travel for the whole community

### **Community impact statement**

14. 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 will benefit.

### **Resource implications**

15. This report is for the purposes of consultation only and there are no resource implications associated with it.
16. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

### **Consultation**

17. Ward members were consulted prior to commencement of the consultation.

18. Informal public consultation was carried out in March / April 2015, as detailed above.
19. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.
20. 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 A	Secure Cycle Parking (Bike Hangar) Consultation Summary
Appendix B	Cycle Hangar location plan

## 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>	15 June 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
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>	16 June 2015	

LEATHERMARKET STREET - CYCLE HANGARS						
RFF	Are you a resident or business?		What do you think of the proposal?			Address
	Resident	Business	Support	Opposed	No opinion	
1	1		1			X Leathermarket Court
2		1	1			X Leathermarket Street
3		1	1			X Leathermarket Street
4	1			1		X Leathermarket Court
5	1		1			X Leathermarket Street Apt X
6	1		1			X Leathermarket Court

I would like to rent one of the spaces. We need more than one of these units. Can they also be located inside Leathermarket Court?

We are an architectural practice based in Leathermarket Street. We have 26 employees and just over half of them cycle to work. We have a cycle hangar in our lobby but that only fits 6 bikes. We would really like to be considered for this service and think it's a great idea.

No one in our office cycles, but we know cycle security in this area is an issue, so the proposal makes sense. PS We keep getting Southwark related post addressed to 'Tar Cackison' this should be 'The Garrison'!!

Not convenient for small ???/children to use. Seems very heavy to lift. Very difficult to use. bike racks might be more useful

We had previous cases when bikes were stolen from the bike room. since then, I have to store my bike on my balcony - cycle hangars are a great idea and I will definitely use it!!

Personally I don't ride a bike, however living in Leathermarket Court I see that the bike rack is always full and I think it would benefit the community to have this in place. Great idea!

**LEATHERMARKET STREET - CYCLE HANGARS**

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
7	1	1	1			I am strongly supportive of the proposal. Especially the location. I would also be interested in renting a space. Thank you.	X Leathermarket Street
8	1		1				X Tyers Gate
9		1	1				X Leathermarket Street
10	1			1		The hangar would be placed in the street next to the area where cars find space to pull in and wait in order to avoid the standstill of traffic at peak time. Placed right opposite of garages of Morocco Street. Numerous break-ins have been done in this particular area. A hangar full of bikes could only encourage attempts to steal even if these hangars are vandal proof. Morocco Store is residential!. The hangar could be placed at the junction of Leathermarket / Weston Street on the large pavement area or MJB office close to the park entrance. As a matter of interest is the resident a tenant or leaseholder?	X Leathermarket Street

LEATHERMARKET STREET - CYCLE HANGARS						
REF	Are you a resident or business?		What do you think of the proposal?			Address
	Resident	Business	Support	Opposed	No opinion	
11	1			1		X Leathermarket Street
						X Leathermarket Street
12	1		1			X Leathermarket Street

Bermondsey Street has become a destination for great restaurants and there is more traffic than ever. Parking as a resident is becoming more and more difficult, even having paid for a residents parking permit - and this cycle hangar which claims that it can house 6 cycles in 1/2 a car space, is taking away 2.5 car spaces. According to your proposal? Are other residents parking spaces going to be added nearby to compensate for this? I strongly oppose this proposal and I would like to see plans for more resident and visitor parking in this area.

strongly support the proposals for a cycle hanger on Leathermarket Street.  
I live in a flat of 4 people. Each of us has a bicycle that we use daily for commuting to work. Currently, we store bicycles in our bedrooms. This is not ideal as we have to lug the bikes up stairs and they constrain our already cramped flat.  
If the proposed cycle storage unit is installed we would (as a flat) take up more than 50% of space.  
I welcome the proposed cycle storage unit and would like to see further secure cycle storage units on and around Leathermarket Street (subject to demand indicating need).

LEATHERMARKET STREET - CYCLE HANGARS							
REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
13	1			1		<p>- The form suggests that the address of the hangar is 7-12 Leathermarket Street, but the map shows it as 1 Leathermarket Street (flats 7-12). Please clarify the location.</p> <p>- If the map/location is correct, the suggested placement is within the Bermondsey</p>	X Leathermarket Street, London

LEATHERMARKET STREET - CYCLE HANGARS						
REF	Are you a resident or business?		What do you think of the proposal?			Address
	Resident	Business	Support	Opposed	No opinion	
14	1			1		X Leathermarket Street
	<p>This proposal to install an immovable, permanent, large, ugly structure in Leathermarket Street for the sake of a few bikes is dreadful. This bike hanger would severely compromise the streetscape and the outlook of the gardens for everyone. In addition it will interfere with access to the footpath when it is open. I find it unbelievable that the council is considering disadvantaging so many people in this way for the benefit of six, or fewer, selfish people who want to keep their bikes in this kind of structure instead of in their homes, like everyone else does. The flats around here aren't large, I agree, but the slight inconvenience of keeping a bike inside is part of deciding to own a bike. If they don't want to do that they can walk or use public transport like most people do. A quick look around 'bike cities' like Copenhagen and Amsterdam will show that these structures are a completely unnecessary facility - again for the benefit of a very small number of people and the disadvantage of many. I very strongly object to the proposal.</p>					
15	1		1			X Long Lane
	<b>11</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>0</b>	



**Response to opposed comments:**

1. Not convenient for small ???/children to use. Seems very heavy to lift.

**Response:**

The cycle hangar design is to a large extent determined by the size of bikes and the height of the door based on this. The door itself has a pneumatic hinge which means that it is not heavy to lift.

2. A hangar full of bikes could only encourage attempts to steal even if these hangars are vandal proof. Morocco Store is residential!. The hangar could be placed at the junction of Leathermarket / Weston Street on the large pavement area or MJB office close to the park entrance.

**Response:**

There has been one attempted break-in in Southwark to date and the design modified. The design is believed to be better for cyclists than having to lock a bike to a stand or on private property and should this be confirmed otherwise then their use would be reconsidered. Alternative locations were considered, there are issues with utilities in the pavement at the Weston Street site.

3. Parking as a resident is becoming more and more difficult, even having paid for a residents parking permit - and this cycle hangar which claims that it can house 6 cycles in 1/2 a car space, is taking away 2.5 car spaces.

**Response:**

The cycle hangar will remove 2.5 metres of space, which is just over half a car length for the addition of 6 cycle spaces.

4. This bike hangar would severely compromise the streetscape and the outlook of the gardens for everyone. In addition it will interfere with access to the footpath when it is open.

**Response:**

The cycle hangar is the only secure form of cycle parking that is included in the London Cycle Design Standards. The aesthetics have been a point of discussion but there are limits given that the security benefit comes from enclosing the bikes. An assessment of the location has been undertaken and a pavement width of 1.2 metres will be maintained once the cycle

hangar is installed which means that access will not be impacted. The only time that pedestrians will be affected is at times that one of the bikes is being parked or removed from the hangar.

LOWER ROAD - CYCLE HANGARS						
REF	Are you a resident or business?		What do you think of the proposal?			Address
	Resident	Business	Support	Opposed	No opinion	
1	1		1			X Lower Road
2	1			1		X Lower Road
3	1		1			X Croft Street
4	1		1			X Croft Street
5	1		1			
	<b>5</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	

Great idea, as a resident I fully support the proposal and would urge Southwark Council to consider putting more cycle hangars in place

On occasions the road can be very busy, the cycle hangar would be suited across the road on the waste land (think it may be private land) losing a parking space on such a busy road - don't think it would be suitable.

I will like to rent one, I don't have space for my cycle at home

Cycle hangars are a fantastic idea and I think more should be across London and other cities. It would encourage more people to cycle and keep their bikes safe. I would be happy to see more in Southwark and near my home and across other boroughs.

As you know, I fully support the addition of a cycle hangar to Lower Road! No other points to add. Do let me know if you need me to fill out the official form. The cost seems reasonable. I know that several of my direct neighbours keep bikes and cycle to work, if you need extra people to rally round let me know and I'll have a word!

**Response to opposed comments:**

1. On occasions the road can be very busy, the cycle hangar would be suited across the road on the waste land (think it may be private land) losing a parking space on such a busy road - don't think it would be suitable.

**Response:**

The site has been assessed and the current location is believed to be the best available. Locating the cycle hangar on private land would require the consent of the land owner which is not a preferred solution.

**LEGEND / NOTES:**

**BIKE HANGAR -**  
**DIMENSIONS:**  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

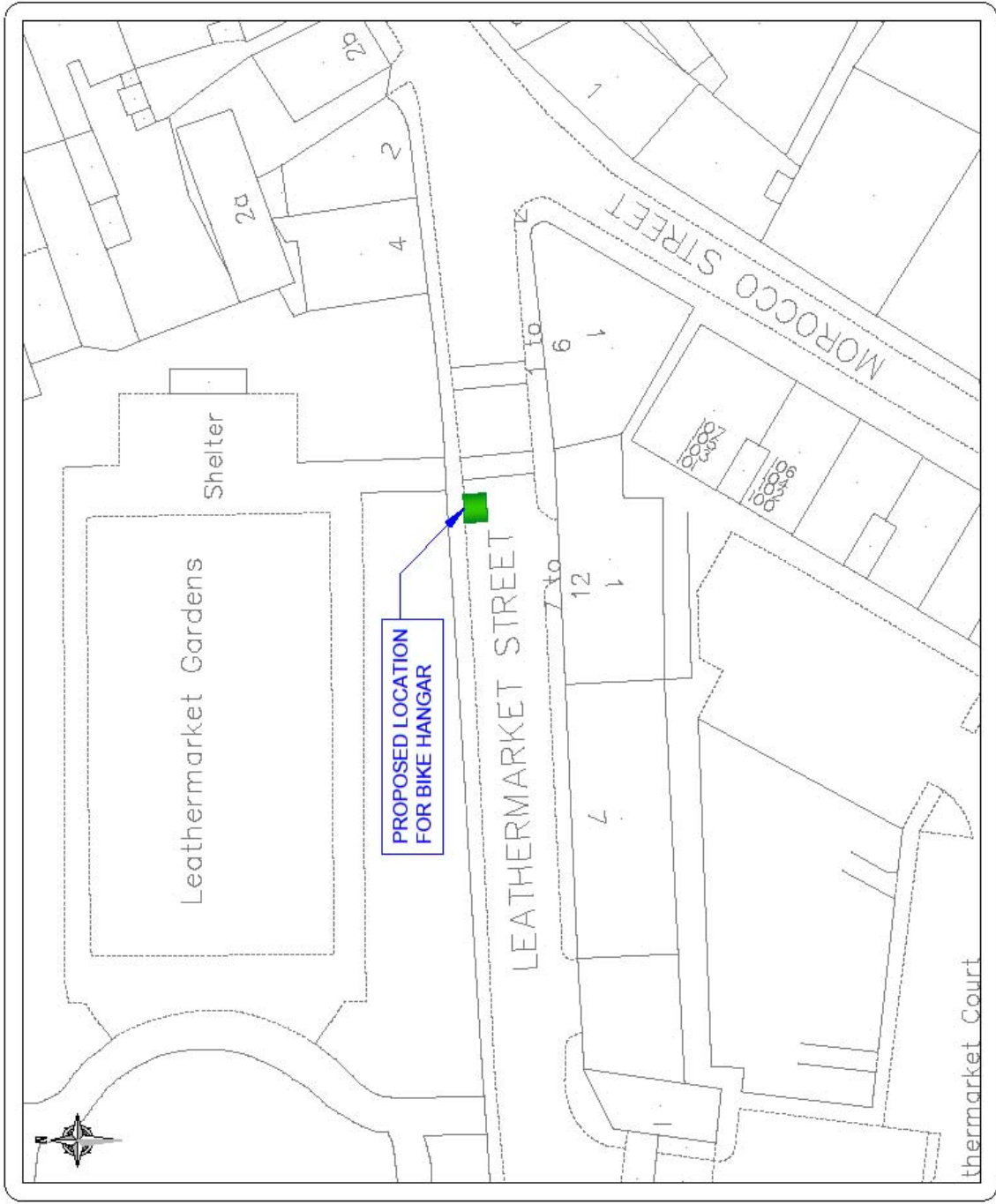
**1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES**  
**2. OPENS ONTO THE PAVEMENT**  
**3. IT IS LOCATED ON THE ROAD**  
**4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE**

No.	Date	Revision

**BIKE HANGARS**

**LEATHERMARKET STREET**

Project No. -  
 Date: 1-30-2015  
 Drawing No. 2014-15-SRD2  
 Scale: 1:1000  
 Date: 13/02/2015



**LEGEND / NOTES.**

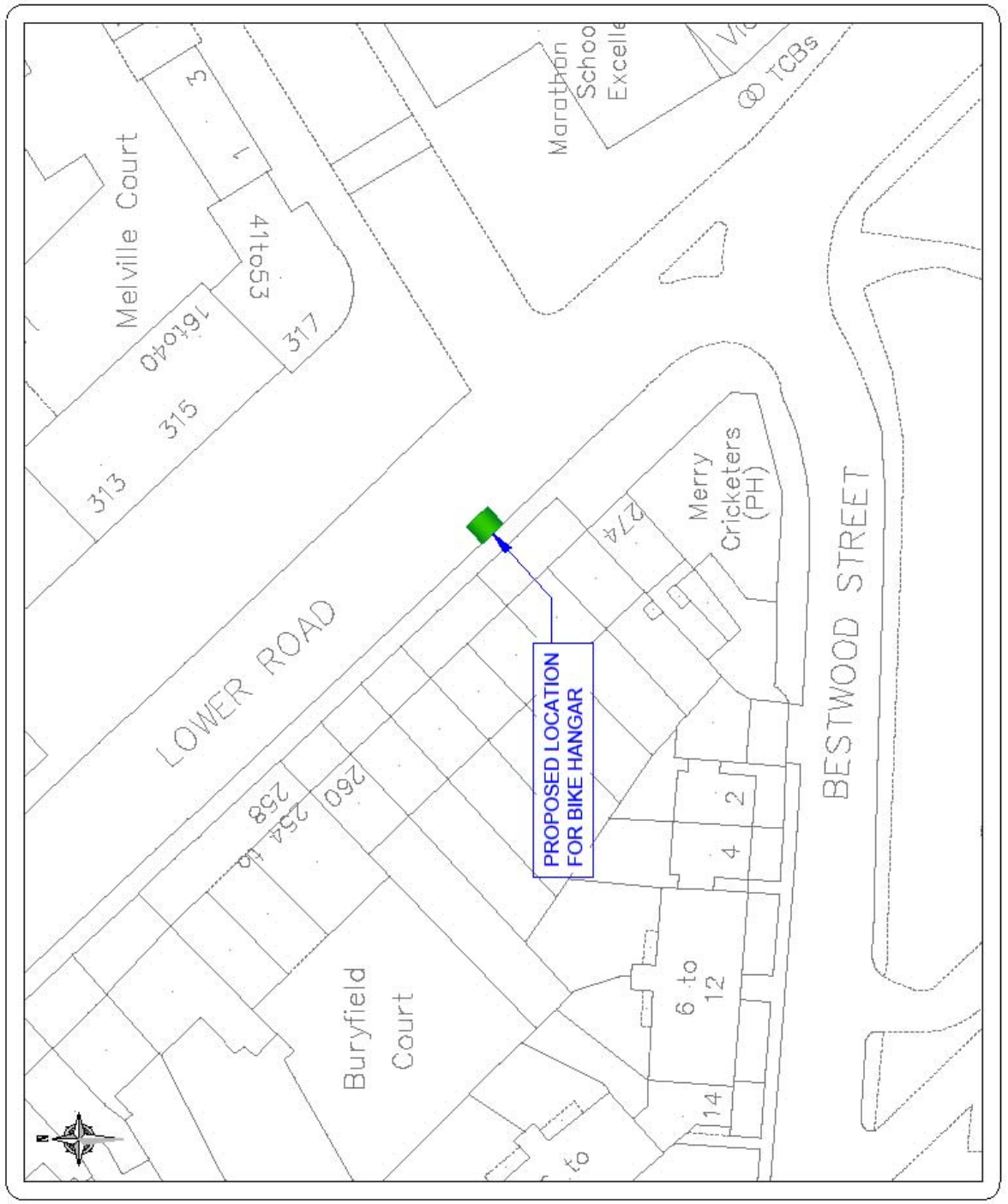
**BIKE HANGAR -**  
**DIMENSIONS:**  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

**1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES**  
**2. OPENS ONTO THE PAVEMENT**  
**3. IT IS LOCATED ON THE ROAD**  
**4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE**

NO.	DATE	REVISION

PROJECT: BIKE HANGARS  
 SITE: LOWER ROAD

PROJECT NO.: 1-500@A3  
 DRAWING NO.: 2014-15-SR12  
 DATE: FEB 2015  
 SCALE: 1:500  
 DRAWN BY: A



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