

# Bermondsey and Rotherhithe Community Council

Saturday 17 October 2015  
1.00 pm

Silverlock Community Hall, Warndon Street, Rotherhithe SE16 2SB

Theme: Crime and Community Safety

## 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 9 October 2015



## Order of Business

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

Item No.	Title	Time
3.	<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.	
4.	<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.	
5.	<b>MINUTES</b> (Pages 1 - 6)	
	To confirm as a correct record the minutes of the meeting held on 27 June 2015.	
6.	<b>EDWARD III CONSERVATION AREA</b>	1.05pm
	Officers to update the community council, following the motion at the 27 June 2015 meeting.	
7.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
8.	<b>COMMUNITY ANNOUNCEMENTS</b>	1.15pm
	<ul style="list-style-type: none"> <li>- The Bermondsey Blue Business Improvement District (BID) / Southwark High Street challenge project</li> <li>- Cleaner, Greener, Safer capital programme 2016/17</li> <li>- Canada Water Masterplan, update from British Land</li> </ul>	
9.	<b>CRIME AND COMMUNITY SAFETY PANEL</b>	1.25pm
	A panel of officers and residents, with experience of tackling a broad range of community safety issues will invite questions from residents on the theme. Questions will be through the chair.	
10.	<b>REFRESH AND UPDATE OF THE COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL)</b> (Pages 7 - 14)	2.15pm
	<b>Note:</b> This is an executive function.	
	Councillors to comment on the recommendations contained in the report.	
	BREAK - Opportunity for residents to speak to councillors and officers	

Item No.	Title	Time
11.	<b>LOWER ROAD GYRATORY SCHEME</b>	2.40pm
	Simon Phillips, Transport Policy Team, to update residents on forthcoming public consultation.	
12.	<b>CYCLING SUPERHIGHWAY CS4 - LOCAL UPDATE</b>	2.50pm
	Transport for London presentation.	
13.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	3.00pm
	<b>Note:</b> This is an executive function.	
	Councillors to comment on the recommendations contained in the report.	
	13.1. <b>LOCAL PARKING AMENDMENTS</b> (Pages 15 - 40)	
	13.2. <b>ROUEL ROAD ESTATE PARKING</b> (Pages 41 - 45)	
	13.3. <b>TOOLEY STREET FRESH AIR SQUARE PROJECT</b> (Pages 46 - 52)	
14.	<b>CANADA WATER AND SOUTHWARK PARK PARKING PROJECT</b> (Pages 53 - 70)	
	Councillors to comment on the recommendations contained in the report.	
15.	<b>PUBLIC QUESTION TIME</b>	3.10pm
	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.	

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
<b>16.</b>	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	<b>3.15pm</b>

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 November 2015.

Date: Friday 9 October 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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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.

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please telephone 020 7525 7187.**



## Bermondsey and Rotherhithe Community Council

MINUTES of the OPEN section of the Bermondsey and Rotherhithe Community Council held on Saturday 27 June 2015 at 1.00 pm at St James Church, Thurland Road, Bermondsey, London SE16 4AA

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**PRESENT:**

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

**OFFICER SUPPORT:**

- Stephen Douglass, Head of Community Engagement
- Eamon Doran, Manager Road Safety & Community Projects
- Marian Farrugia, Community Council Development Officer
- Tim Murtagh, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

The chair thanked the New Covenant Choir for performing songs prior to the meeting.

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

A one minute silence was observed in remembrance of: Armed Forces Day, Barry Albin-Dyer (community activist recently deceased) and Tommy Blackmore (a recent victim of murder on Tower Bridge Road).

The chair congratulated Simon Hughes on the recent award of a knighthood and also Neil Coyle MP on his parliamentary election victory in May 2015.

## 2. APOLOGIES

Apologies for absence were received from Councillors Ben Johnson and Lisa Rajan.

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

There were none.

Councillor Al-Samerai raised a matter which she had discussed with the chair prior to the meeting. A few years ago the council had put out for consultation an area around Cherry Gardens, known as the Edward III conservation area. A report had been received by the Bermondsey and Rotherhithe Community Council and members voted for the area to be designated as a conservation area. However, the conservation area had not yet been implemented.

### **RESOLVED:**

The following motion was moved by Councillor Anood Al-Samerai, seconded by Councillor Bill Williams, and agreed:

“Bermondsey and Rotherhithe Community Council regrets the decision of the planning department to ignore and override the views of elected members in failing to designate the Edward III conservation area extension. We call on the planning department and cabinet member to designate this area or attend the next meeting of Bermondsey and Rotherhithe Community Council to explain how the views of the community will be enacted.”

## 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

## 5. MINUTES

### **RESOLVED:**

That the minutes of the meeting held on 23 March 2015 be agreed as a correct record of that meeting.

## 6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

## 7. COMMUNITY ANNOUNCEMENTS

### **Mediator training in SE1 and SE16**

Dave Walker, Mediation Coordinator, gave a brief overview and requested volunteer mediators. For further information contact: [davewalker@southwarkmediation.co.uk](mailto:davewalker@southwarkmediation.co.uk) or

Tel. 07932 762 001 / 020 7708 4959

### **Black History Month grants scheme**

Marian Farrugia, Community Council Development Officer, explained that the grant application programme would close on Monday 29 June 2015. Black History Month would take place in October 2015. Further information available on the Southwark website.

### **Community Infrastructure Project List (CIPL)**

The chair read out a statement from officers that explained this would be an item at the next community council meeting in October 2015. Residents seeking to add projects to the CIPL should email the council at: [zayd.al-jawad@southwark.gov.uk](mailto:zayd.al-jawad@southwark.gov.uk) or [jack.ricketts@southwark.gov.uk](mailto:jack.ricketts@southwark.gov.uk)

Councillors requested workshops on this item at the next meeting to involve the community in project selection for the CIPL.

### **Unicorn Theatre**

Sally Pembroke, from the Unicorn, highlighted the summer project for 11 – 17 year olds called Urban Arts Week. Also, Fun Palace, was part of a national campaign, that would run in early October 2015. The format in Southwark would be up to the community. Contact: [sally.pembroke@unicorntheatre.com](mailto:sally.pembroke@unicorntheatre.com)

### **11,000 New Council Homes Consultation**

Councillor Richard Livingstone, Cabinet Member for Housing, briefly updated the meeting on the programme. The next stage of the consultation on design features, community facilities and amenity spaces was about to commence. Forms were available at the venue and on the council website.

### **British Land – Progress on Canada Water master plan**

Sarah Ward, from British Land (BL), explained that BL had acquired the Surrey Quays leisure park site in March. That meant the site could be considered along with the print works and shopping centre site to enable a more joined up approach to the master plan. Local residents would receive newsletters in July referring to update sessions taking place over the summer. Further consultation would take place on the master plan in the Autumn.

### **GP Services in Southwark**

Lucy Ing, Engagement Team of NHS Southwark Clinical Commissioning Group (CCG), outlined briefly some changes to GP services in Southwark. Some residents had found difficulty in arranging appointments and the services on offer confusing. The CCG had been working to simplify the services available. An extended primary care service meant that registered residents could now get appointments up until 8pm in the evening and over the weekends from two overflow clinics – Bermondsey Spa health centre and the Lister primary care centre.

## **8. COMMUNITY SAFETY UPDATE**

Inspector Steve Landers from the Local Police Team gave a summary of recent activities.



## 9. GP SERVICES IN SOUTHWARK

This item was covered under item 7.

## 10. COMMUNITY ENGAGEMENT THEME

Stephen Douglass, Head of Community Engagement, gave an overview of the item.

A drama performance took place by the London Bubble Theatre Company.

Bermondsey Carnival / Bermondsey Beat – Russell Dryden explained that this year's carnival would be taking place on Saturday 4 July 2015.

Rotherhithe Festival – Gary Magold and Barry Duckett, explained that this year's festival would be taking place on Saturday 11 July 2015.

Southwark Food Bank - Felicia Boshorin, Project Manager, explained that the food bank was one of six projects in Pecan. The food bank started in 2002. Last year 26 tonnes of food was given out. All volunteers and donations would be welcomed.

Contact: [felicia.boshorin@pecan.org.uk](mailto:felicia.boshorin@pecan.org.uk)

Summertime programme – Various local forthcoming community events were announced.

There were 3 ward based workshops / discussions on themes for the year ahead and how the community council meetings could be improved.

At the end of the break there was brief feedback from each group on the workshop discussions that had taken place. The chair explained that the notes would be fed back into the planning of future community council meetings.

## 11. PUBLIC QUESTION TIME

The following public questions were asked at this meeting:

1. A resident asked for a consensus on the old Fisher Athletic football ground to stay as a park which would be a good legacy for Barry Albin-Dyer. The chair said that reflected the mood of members present.
2. A resident said that too many pubs were closing. One was the Clipper pub and he highlighted the campaign to have the Clipper pub recognised as an asset of community value. Councillor Hubber responded that planning officers were taking legal advice in light of the application.

## 12. LOCAL TRAFFIC AND PARKING AMENDMENTS

## 12.1 ESTATE PARKING SCHEME ON FOUR SQUARES ESTATE, BERMONDSEY

**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:

- Four Squares Estate (Corner of Drummond Road and Clements Road) to be included in estate parking scheme.

## 12.2 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:

- 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.

## 13. SECURE CYCLE PARKING (BIKE HANGARS)

Eamon Doran, Manager Road Safety & Community Projects, summarised the report. Comments from the community council included:

- The response to the consultation was numerically low but a high percentage of respondents were in favour. Please could efforts be made so that it was more widespread in future.

- Bike theft was one area of crime on the rise so bike hangars were a positive step to tackle that.
- A request was made for some bike hangars to be located on the corner of Western Street and Leathermarket.

#### **14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

There was no question put forward from this meeting.

Meeting ended at 3.50pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 10.	<b>Classification:</b> Open	<b>Date:</b> 17 October 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Refresh and update of the Community Infrastructure Project List (CIPL) to guide S106 and Community Infrastructure Levy (CIL) expenditure in each Community Council	
<b>Ward(s) or groups affected:</b>		All wards within the Bermondsey and Rotherhithe Community Council area	
<b>From:</b>		Chief Executive	

### RECOMMENDATION

1. That Bermondsey and Rotherhithe Community Council notes the funded schemes and agrees to update the community infrastructure project list (CIPL) for this community council, which replaces the previous CIPL agreed in 2014.

### BACKGROUND INFORMATION

2. In 2013 we consulted and adopted the community infrastructure project list (CIPL) which replaced the 2009/10 project banks. The CIPL details possible S106 and local Community Infrastructure Levy (CIL) projects for publically accessible improvements for each community council and was adopted by the community councils in the summer of 2013.
3. At the time we committed to annual updates and refreshes of the list through the community council. Ideas for new projects are accepted throughout the year this report presents the new schemes for consideration.
4. As part of revising Southwark's S106 supplementary planning document (SPD) and the introduction of Southwark's CIL the council has committed to spend 25% of Southwark CIL locally.
5. In 2010, regulations relating to securing S106 obligations were tightened to focus more heavily on direct impacts of a particular development and the mitigation that is required by those impacts. Following the introduction of Southwark's CIL, in early 2015, S106 contributions will only be used for defined site specific mitigation, as CIL will secure contributions towards strategic infrastructure.
6. Of the current 49 projects, 10 projects have been fully funded, see appendix 2.16 new projects are proposed to be added to the list, including new lighting in Leathermarket Park; Legible London signposting in Rotherhithe; Downside Fisher Youth Club; Edward Manor House; and Oxford & Bermondsey Club, the Low-Line and a number in the Shad Thames area and from BSAP.

### KEY ISSUES FOR CONSIDERATION

7. Southwark CIL was adopted in March and introduced in April 2015, and future S106s will focus on immediate mitigation for a development and remove this as a

source of project bank funding. The new community infrastructure project list (CIPL) will therefore focus on Southwark's CIL and existing S106 agreements which are already in the system and which have provisions covering the following publically accessible amenities:

- Community facilities,
  - Education,
  - Public realm,
  - Local transport improvements,
  - Open space and,
  - Sport.
8. Under the S106, save for a few exceptions, contributions are not secured for improvements to residential buildings, or spaces to which potential residents of the funding development cannot access.
  9. Monies secured under Southwark's CIL will have a wider application, breaking the link between funding development and mitigation. Southwark CIL funded projects must be for infrastructure that supports growth
  10. The council has committed to spend 25% of local Southwark CIL in the local planning area, whether that is neighbourhood plan, area action plan, supplementary planning document area of opportunity area. For the few gaps that are not covered by the designations it will be spent within the community council area. See appendix 1
  11. It is currently proposed to keep the CIPL separate from cleaner greener safer (CGS), however individual projects may crossover.

### **Policy implications**

12. The essential features to recognise here are:
  - National Planning Policy Framework
  - Localism 2011 Act
  - Community Infrastructure Regulations 2010, 2011 and 2014 amendments,
  - Southwark's draft CIL charging schedule was adopted on 1 April 2015.
13. It is proposed to update the CIPL yearly to ensure that it continues to reflect local people's preferences and priorities for local infrastructure.

### **Community impact statement**

14. The proposed project is based around the desire to improve infrastructure for all and improve the communication between the council and the local community when it comes to planning infrastructure. Existing governance will ensure individual allocations are free from bias and opportunity is available to all.

### **Resource implications**

15. The emergence of the project banks as a CIPL, associated with historical S106

agreement contributions and Southwark's CIL enables the administration of this benefit from both S106 agreement administration charges and the 5% of CIL the council can retain for administration purposes.

16. An electronic process of submitting new ideas and updates on our website keeps costs low and yearly consultations and updates are focused in one month.
17. The existing governance for S106 expenditure, as detailed in the S106 protocol, will be retained, as there are no proposed changes to this and the proposals will have no increase on resources.

### **Consultation**

18. Throughout the year, most recently the July community council announcements.
19. This report now proposes the new projects that have come in during the last year.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Law & Democracy**

20. It is noted that pursuant to the council's constitution community councils, planning committee and local communities have been consulted concerning revisions to community infrastructure project lists (CIPL) which form the subject of this report. The main issues are outlined in the body of the report.
21. Members of the relevant community councils are requested to approve the CIPL which originate in their particular areas. In accordance with function 2 and 22 of Part 3H of the constitution, community councils have the power to approve projects for inclusion within the community project bank or CIPL being a successor to the community project bank system.
22. In making their decision members should note the contents of this report and in particular the restricted application of Section 106 planning obligations. An authority's ability to pool more than five separate planning obligations / contributions entered into on or after 6 April 2010 towards a common piece of infrastructure will be phased out effective from April 2015 (Reg 123). In addition, projects identified as infrastructure projects on a regulation 123 list will not generally be funded by section 106 unless such a project amounts to site specific mitigation necessitated by that particular development. Effectively, from the date of adoption of CIL, future section 106 agreements will not be used to fund infrastructure projects but will continue to fund affordable housing and site specific mitigation. Existing S106 contributions will be rollover to cover expenditure of CIPL project but subject to the constraints placed by regulations and government guidance.
23. Members are advised that subject to the above considerations they may approve the CIPLs applicable to their areas as potential projects which may be funded in the manner set out in this report.

### Strategic Director of Finance and Governance

24. The Strategic Director of Finance and Governance notes the resources implications of the projects in this report. Allocations and use of the banked S106 funds will be monitored as part of the council's annual capital programme.
25. Officer time to effect the recommendations will be contained within existing revenue budget.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

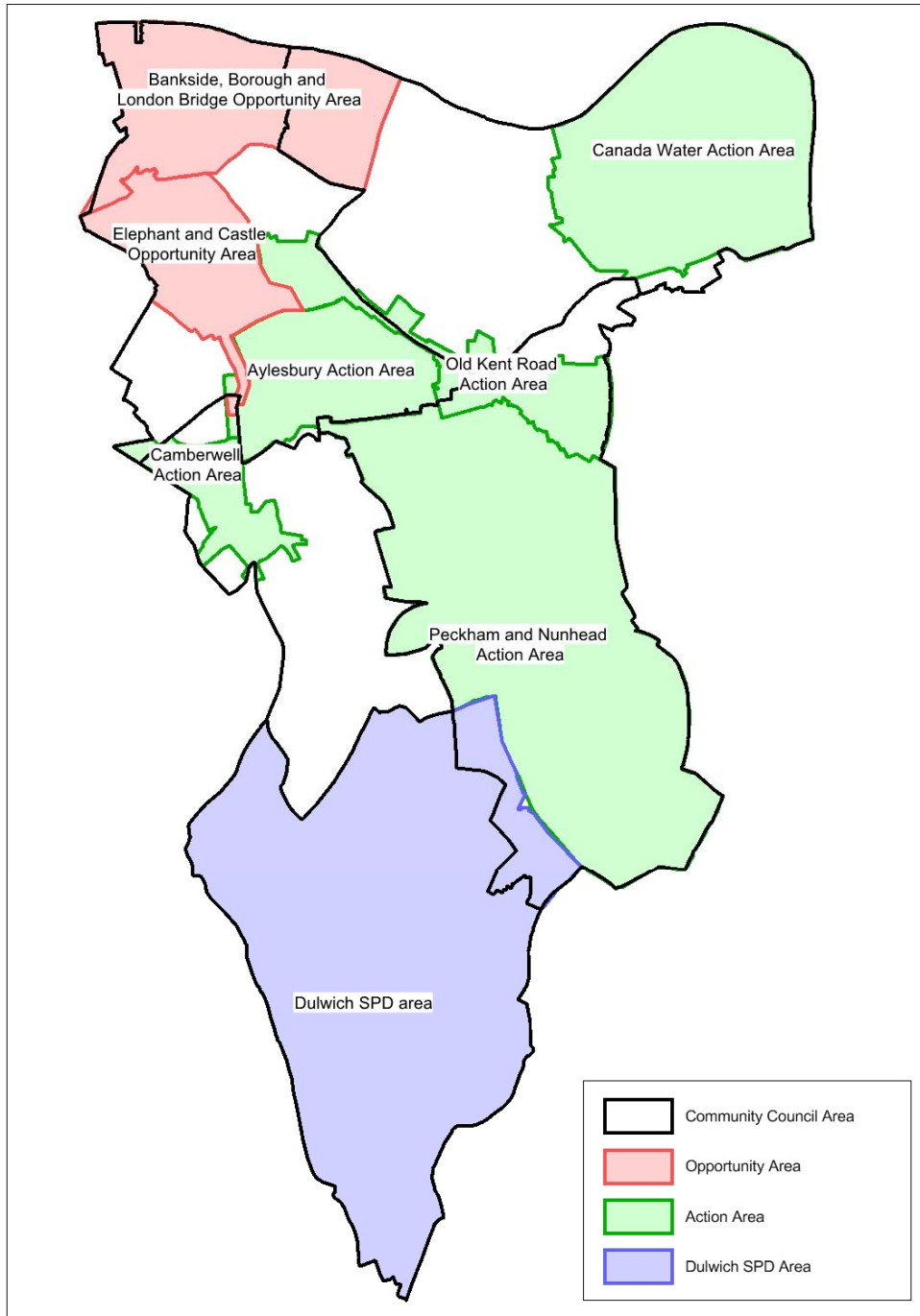
### APPENDICES

No.	Title
Appendix 1	CIL Local Funding Areas
Appendix 2	Community Infrastructure Project List (CIPL) proposed September 2015

### AUDIT TRAIL

<b>Lead Officer</b>	Alistair Huggett, Planning Projects Manager	
<b>Report Author</b>	Jack Ricketts, Section 106 & CIL Officer	
<b>Version</b>	Final	
<b>Dated</b>	6 October 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 Law & Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	6 October 2015	

CIL Local Funding Areas





Community Council	Bermondsey and Rotherhithe			Sep-15
Project suggestions for approval	S106	CIL	Local SCIL area	Update
Greening Tyers estate	No - not mitigation	Yes	BBLB Opp Area (2)	
St Mary Magdalene Churchyard path to Tanner Street Park to create a path to improve access to/from park.	Yes - open space	Yes	BBLB Opp Area (2)	Likely to be funded in 2016
Bermondsey Wall West and Chambers Street footway and carriageway improvements	Yes - public realm, transport	Yes	BR CC (5)	Likely to be funded in 2016
Improved street lighting on Coxon Way	Yes- public realm	Yes	BR CC (5)	
Fountain Green Square - resurfacing and pond improvements.	Yes- public open space	Yes	BR CC (5)	
Lighting on the approaches to the doctor's surgery near St James' Church	Yes- public realm	Yes	C Water Action Area (2)	
Improve lighting, cleaning and pigeon proofing Crucifix Lane railway <i>bridge</i>	Yes- public realm	Yes	BBLB Opp Area (2)	
Resurface/pave uneven footpath on Clements Road	Yes- public realm	Yes	BR CC (5)	
Bermondsey Community Nursery physical improvements and add accessibility improvements to the nursery	Yes -community facilities	Yes	C Water Action Area (2)	
Old Kent Road flyover, create a New York City "High Line" style park	Yes - open space	Yes	OKR Action Area (2)	
Green links between Russia Dock Woodland and Southwark Park	Yes - open space	Yes	C Water Action Area (2)	
The old Fish Farm nursery, create a 'green' walkway through to Southwark Park from the old Fish Farm nursery. Improved public security	Yes - open space	Yes	C Water Action Area (2)	
Spa Road, create a pedestrian crossing half way down between Grange Road and the railway line	Yes - transport	Yes	BR CC (5)	
Ilderton Road, south of Surrey Canal Road, Improve appearance of footways, making them more attractive and improve the areas where litter currently collects	Yes- public realm	Yes	BR CC (5)	
Old Kent Road/ Dunten Road, Improve transport, communities and greener areas	Yes- public realm	Yes	OKR Action Area (2)	
Renforth Street, Create a link between the tube and Albion Street	Yes- public realm	Yes	C Water Action Area (2)	
New community facilities on Surrey Docks Farm	Yes -community facilities	Yes	C Water Action Area (2)	
New bus stop in the middle of St James Road (near Dockley Road) to collect people from St James Road (travelling to and from The Blue)	Yes - transport	Yes	C Water Action Area (2)	Part funded. Keep on list
Community space for Fair Community Housing Services	Yes- Community facilities	Yes	BBLB Opp Area (2)	
Shad Thames conservation improvements	Yes- public realm	Yes	BR CC (5)	
Lower Road improvements	Yes- Transport	Yes	C Water Action Area (2)	
Pedestrianisation of St Thomas Street	Yes- Transport	Yes	BBLB Opp Area (2)	
Potential improvements to the Thames Path, pedestrianising Bermondsey Wall West between Mill St and George Row.	Yes- public realm	Yes	BR CC (5)	
Bollards to prevent rat running along Leathermarket Street, Bermondsey Street and Tanner Street	Yes- Transport	Yes	LBBLB Opp Area (2)	
Public areas outside John Kennedy House, new brick wall / faced planters for greening to Rotherhithe Old Road, widened pavement, 4 entrances and gates, new trees, new fencing and CCTV	Yes - Public realm	Yes	OKR Action Area (2)	
Expansion, renewal and replacement of the under 5's play area that is open to the public near John Kennedy House	Yes - Play	Yes	OKR Action Area (2)	
renewal and replacement of the football area that is open to the public near John Kennedy House	Yes - Sports and Play	Yes	OKR Action Area (2)	
Convert the Shaft on Railway Avenue into an underground Visitor Attraction	No	Yes	C Water Action Area (2)	
Improvements to Surrey Quays Road	Yes- Transport	Yes	C Water Action Area (2)	
Surrey Square improvement	Yes - open space	Yes	OKR Action Area (2)	
Improvements to Albion Street, Greenland Dock, South Dock Marina	Yes - open space	Yes	C Water Action Area (2)	
Southwark Park	Yes- open space	Yes	BR CC (5)	Part funded. Keep on list
New open space on strip of land between Lower Road and Melville Court	Yes - open space	Yes	C Water Action Area (2)	

New proposed projects	S106	CIL	Local SCIL area	Notes
New lighting in Leathermarket Park	Yes - open space	Yes	LBBLB Opp Area (2)	Cllr Green
Legible London Signposting in Rotherhithe (inc Surry Docks), initial audit.	Yes - public realm	Yes	C Water Action Area (2)	Cllr Cryan
Downside Fisher Youth Club	Yes- Community facilities	Yes	BR CC (5)	Downside Fisher YC
Edward Manor House	Yes - open space	Yes	BR CC (5)	Cherry Garden TRA
Oxford & Bermondsey Club	Yes- Community facilities	Yes	BR CC (5)	O B Club
Improved cycle parking facilities in the Shad Thames area	Yes - public realm, transport	Yes	BR CC (5)	STAMP
Shared surface / pedestrianisation in the Shad Thames area	Yes - public realm, transport	Yes	BR CC (5)	STAMP
Soft landscaping / greening of the Shad Thames area	Yes - open space, public realm	Yes		STAMP
Community Facilities for meetings/talks/workshops in the Shad Thames area	Yes - community space	Yes	BR CC (5)	STAMP
Rubbish / cigarette bins in the Shad Thames area	Yes - public realm	Yes	BR CC (5)	STAMP
The Low-Line public realm improvements around the London Bridge arches	Yes - public realm	Yes	BR CC (5)	Low Line
Bermondsey Street footway improvements	Yes - public realm	Yes	BBLB Opp Area (2)	BSAP
Improved use of Leathermarket Gardens	Yes - open space	Yes	BBLB Opp Area (2)	BSAP
Greening of Snowsfield	Yes - public realm	Yes	BBLB Opp Area (2)	BSAP
Pedestrian Crossing on Druid Street	Yes - public realm, transport	Yes	BBLB Opp Area (2)	BSAP
Open the right of way from Newham's Row to TBR	Yes - public realm, transport	Yes	BBLB Opp Area (2)	BSAP
Landscape to hardstanding o/s play area on Long Ln	Yes - public realm	Yes	BBLB Opp Area (2)	BSAP
<b>Projects to be removed from the list</b>				
Footway improvements (uneven paving) to Shad Thames,	Yes- public realm	Yes		Funded from S106
Relocating the traffic lights at the junction of Tanner Street and Tower Bridge Road, to make the junction safer for cyclists and pedestrians.	Yes - transport	Yes		Funded from S106 & TfL
Enid Street Play	Yes - Play	Yes		Funded from S106
Dockland settlement sort	Yes - Sport	Yes		Funded from S106
Dockland settlement community space	Yes - community space	Yes		Funded from S106
Russia Dock woodlands	Yes - open space	Yes		Funded from S106
Trident Street Adventure Playground	Yes - Play	Yes		Funded from S106
Environmental improvements to Tower Bridge Road as whole	Yes - public realm, transport	Yes		Funded S106 & TfL
Outdoor Gym at Spa Park	Yes - open space	Yes		Funded from CGS 2014
Making Shand Street one-way southbound	Yes- Transport	Yes		Funded S106 & TfL
<b>Previous projects funded in 2013-2014</b>				
Improving the junction at Long Lane and Tower Bridge Road for cyclists and pedestrians	Yes - transport	Yes		S106 & TfL funding 2014
Clean Abbey Street railway arch	Yes- public realm	Yes		2013-2014 S106 funded
Refurbished athletics track at Southwark Park	Yes - Sports and Play	Yes		2013-2014 S106 funded
Frean Street new lighting around new block	Yes - public realm	Yes		2013-2014 S106 funded
St Olav's Square - public realm	Yes - public realm	Yes		2013-2014 S106 funded
Secure community space for Rotherhithe Picture library	Yes -community facilities	Yes		2013-2014 S106 funded
Expansion of space for Sands community cinema club	Yes -community facilities	Yes		2013-2014 S106 funded
Teenager play space on Bevington Street	Yes - POS, children's play	Yes		Part funded from S106, TTT funding expect 2015
Improved lighting on Frean St	Yes- public realm	Yes		2013-2014 S106 funded
Lynton Estate, Lynton Road, new public playground	Yes- Play	Yes		2013-2014 S106 funded

Old Kent Road Improve the greenery, with lots of trees and make the whole road feel like the entrance to Burgess Park	Yes - open space	Yes		2013-2014 S106 funded
Dockley Road, Refurbish and clean up the arch	Yes- public realm	Yes		2013-2014 S106 funded
Lighting improvements on the Grange, Grange Walk, Spa Road, Curtis Street	Yes- public realm	Yes		2013-2014 S106 funded

<b>Item No.</b> 13.1	<b>Classification:</b> Open	<b>Date:</b> 17 October 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		Grange, Livesey, Surrey Docks, Rotherhithe, Riverside	
<b>From:</b>		Public Realm Programme Manager	

### RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
  - 1.1 Maltby Street – make temporary double yellow lines permanent to prevent obstructive parking;
  - 1.2 Rotherhithe Street – install double yellow lines to prevent obstructive parking;
  - 1.3 Elephant Lane – install double yellow lines to prevent obstructive parking;
  - 1.4 Rouel Road – install double yellow lines to prevent obstructive parking;
  - 1.5 Lucey Road – install double yellow lines to prevent obstructive parking;
  - 1.6 Hatcham Road industrial area – install double yellow lines to prevent obstructive parking;
  - 1.7 Gainsford Street – install double yellow lines to prevent obstructive parking.

### BACKGROUND INFORMATION

2. 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.

3. This report gives recommendations for seven local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

### **Maltby Street**

5. The parking design team was contacted by the property services department of the Metropolitan Police Service (MPS) requesting the existing single yellow lines adjacent to the police garage on Maltby Street be converted to double yellow lines.
6. Maltby Street is situated within the Grange (GR) controlled parking zone and has a mixture of residential and commercial properties. In recent years there have been a number of large developments built and a thriving market has developed adjacent to Maltby Street on Rope Walk.
7. The MPS describe the police garage as crucial to operational policing and new tactical units moved to this garage at the beginning of August 2015.
8. The police have concerns with access to and from their building as vehicles are parked overnight and at weekends on the single yellow lines which operate Monday to Friday 8.30am – 6.30pm.
9. An officer meet with a chief inspector from the police service, 9 July 2015 to discuss the situation, it was noted that there are two access points into the garage and if vehicles are parked on the single yellow line the police vehicles are unable to enter or exit the garage.
10. The council installed temporary double yellow lines on 31 July 2015 so that the two access points to the police garage remain operational at any time.
11. It is therefore recommended, as shown in Appendix 1, that the temporary double yellow lines installed on 31 July 2015 are made permanent to maintain access to the police garage at any time.

### **Rotherhithe Street**

12. The parking design team was contacted by a resident with concerns of obstructive parking on Rotherhithe Street between the old public house “The Clipper” and Surrey Dock Farm.
13. Rotherhithe Street (B205) runs the entire length of the peninsula and is predominately residential with large apartment buildings.
14. The carriageway varies in widths and there are existing double yellow lines at points where the carriageway cannot support parking.
15. An officer visited Rotherhithe Street, 17 June 2015, and identified two locations where waiting restrictions are required:

- outside and opposite Nos.301/303
  - outside Stanton House opposite bus stop
16. Outside Nos.301/303 parked vehicles both reduce the visibility of oncoming vehicles and narrow the width of the carriageway to an unacceptable width. The total width of the carriageway is only 5.7 metres.
  17. Outside Stanton House the carriageway is 6.5 metres wide, however there is a bus stop on the east side that services the C10 bus route. At the time of the visit there was a vehicle parked opposite the bus stop. When the C10 bus stopped the carriageway was blocked for through traffic.
  18. It is therefore recommended that, as shown in Appendix 2, double yellow lines are installed outside Stanton House and outside and opposite Nos.301/303 Rotherhithe Street to prevent obstructive parking at any time.

### **Elephant Lane**

19. The parking design team was contacted by residents who raised concerns about dangerous and obstructive parking on Elephant Lane.
20. Elephant Lane is predominately residential and consists of two arms with only one entry point off St Maryschurch Street.
21. The residents provided photograph evidence of the obstructive parking which takes place opposite the off-street parking places in front of their properties and adjacent to the residential car parks.
22. An officer carried out a site visit, 24 June 2015, and noted that a vehicle was parking obstructing the highway adjacent to the car park of Nos.33 -43.
23. Officers wrote to affected residents on 23 July 2015 asking for comments on proposed double yellow lines and all respondents were supportive. However one response requested that no new restrictions be installed in front of dropped kerbs as they can be enforced without restrictions if they wished.
24. It is therefore recommended that, as shown in Appendix 3, double yellow lines are installed to prevent obstructive parking at any time, at locations adjacent to the off street parking spaces.

### **Rouel Road**

25. The parking design team was contacted by a resident with concerns about a parked vehicle obstructing the entrance to the car park for Spa Court on Rouel Road.
26. Rouel Road is predominately residential with large apartment blocks and an industrial estate near the junction with Spa Road.
27. At present there are a double yellow lines and a single yellow line which operates Monday to Friday 10am - 2pm.
28. An officer carried out a site visit in June 2015 to observe the parking on Rouel Road.

29. The car park entrance to Spa Court has single yellow line across it and this may lead motorist to think it is acceptable to park when the single yellow lines are not in operation.
30. The resident stated that since new flats were built the volume of traffic has increased and when the single yellow line is not operating vehicles park too close to the dropped kerb entrance to the car park. This makes turning into and out of the car park difficult.
31. It is recommended that, as shown in Appendix 4, the existing single yellow line in front of the entrance to the car park of Spa Court is converted to double yellow lines to prevent obstructive parking at any time.

### **Lucey Road**

32. Parking design team was contacted by a resident with concerns of dangerous and obstructive parking at the junction of Rouel Road and Lucey Road.
33. At present the junction has double yellow lines but they are short of the North West kerb line of Lucey Road at the junction with Rouel Road.
34. 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 the advance of the distance in which they will be able to brake and come to a stop.
35. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (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, e.g. pedestrian, cyclist or a stopped vehicle.
36. It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with "T" junctions being the most commonly involved.
37. Children and those in wheelchairs (whose eyelevel 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 are potentially more dangerous.
38. 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).
39. The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility) see Appendix 5.

40. It is recommended that, as shown in Appendix 6, that the existing double yellow lines on the North West kerb line are extended by 6.8 metres to provide clear sight lines to oncoming vehicles entering the junction at any time.

#### **Hatcham Road industrial area**

41. The parking design team was contacted by a business on Hatcham Road regarding access for large delivery vehicles to their site
42. The area in which Hatcham Road is located contains five streets that make up an industrial estate. There are only two entry points off Ilderton Road into this area which contain factories, warehouses and churches.
43. An officer meet with representatives of the business, 23 July 2015, on Hatcham Road to discuss the issue of obstructive parking that can prevent large Lorries delivering materials to their factory and products being dispatched.
44. The London Fire Brigade (LFB) carried out two visits to this area, the first on Saturday 15 August 2015 and the second Thursday 20 August 2015. They raised concerns regarding access due to obstructive parking in different locations either during the week or on the weekend.
45. Hatcham Road and Record Street were a concern for the LFB for access during the week and Manor Grove, Hatcham Road and Ormside Road on the weekend.
46. The factory has a yard which allows rigid vehicles to load/unload off-street but when large articulated lorries deliver or collect they load/unload on-street adjacent to the gates of the yard.
47. The majority of deliveries take place Monday to Friday and the number of deliveries increases before the Christmas period.
48. In addition, the road network manager raised concerns with access and obstruction to the public highway on Record Street between Hatcham Road and Ilderton Road, slip road.
49. There is a waste recycling depot at the junction of Record Street and Ilderton Road slip road and in August 2015 there was a fire at this location and there were concerns regarding the amount of skips and vehicles on the highway.
50. Officers have over the years visited this industrial estate and introduced at any time waiting restrictions (double yellow lines) in an ad hoc way. With feedback from the LFB and officer observations it is felt these recommendations will provide access for large vehicles to businesses in the estate and address the concerns about emergency service vehicle access.
51. It is therefore recommended that, as shown in Appendix 7, that double yellow lines are installed to improve access for large vehicles and to prevent obstruction:
- On the west side of Hatcham Road (between Penarth St and Manor Grove)
  - The south side of Record Street (Between Hatcham Road and Ilderton



- Road)
- The north side of Record St (between Ormside St and Hatcham Road)
- The north side of Penarth St (between Hatcham Road and Ilderton Road)
- Short lengths along Manor Grove.

### **Gainsford Street**

52. The parking design team was contacted by Councillor Al-Samerai on behalf of the Vanilla and Sesame residents association who have concerns regarding obstructive parking at the entrance to the blocks car park on Gainsford Street.
53. The issue of obstructive parking has been raised in the Shad Thames area before and a proposal was originally presented to the Bermondsey and Rotherhithe community council in 19 March 2014. See Appendix 8
54. When this traffic management order was advertised it received eight objections and these were sent to the meeting held on 21 July for consideration.
55. The community council decision was that the statutory objections made in relation to the proposed waiting restriction be noted and that the following proposals be implemented,
  - Tower Bridge Square – install double yellow lines outside both gates that lead to square
56. The remainder of the objection was upheld by community council and the rest of the proposal was dropped.
57. Officers have now been asked to visit the Gainsford Street again by the Vanilla and Sesame residents association who have requested that the entrance to their property on Gainsford Street, which was one of those locations not progressed, be protected by double yellow lines to prevent vehicles obstructing access.
58. Gainsford Street has dropped kerbs that are protected by double yellow lines and some that are protected by single yellow lines this may give visitors the impression that the dropped kerbs with single yellow lines only in use during the day and it is acceptable to park in front of them evenings and at weekends.
59. Therefore it is recommended that, as shown in Appendix 8, that single yellow line adjacent to dropped kerbs on Gainsford Street are converted to double yellow lines to provide access at any time.

### **Policy implications**

60. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
  - 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**

61. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
62. 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.
63. All The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
64. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
65. 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.
66. 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 refuse vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

68. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
69. 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.
70. 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.
71. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
72. 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 provision of suitable and adequate parking facilities on and off the highway.

73. 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**

74. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
75. 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.
76. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the regulations which are supplemented by the council's own processes. This process is summarised as:
- a) publication of a proposal notice in a local newspaper (Southwark News)
  - b) publication of a proposal notice in the London Gazette
  - c) display of notices in roads affected by the orders
  - d) consultation with statutory authorities
  - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website<sup>1</sup> or by appointment at 160 Tooley Street, SE1
  - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
77. 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 to the address specified on the notice.
78. 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 proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

### **Programme Timeline**

79. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
-

- Traffic orders (statutory consultation) – October to November 2015
- Implementation – December 2015 to January 2016

## BACKGROUND DOCUMENTS

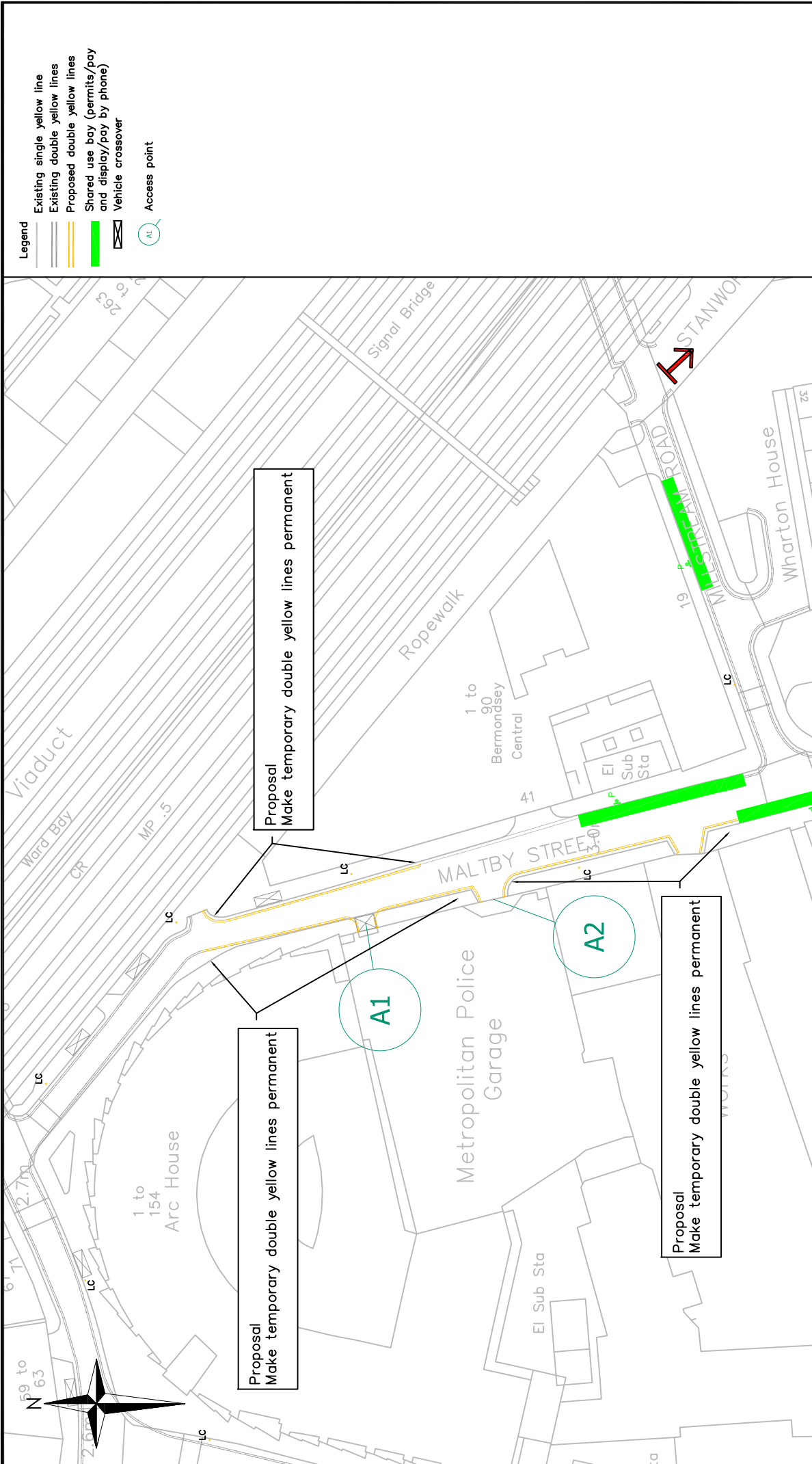
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Leah Coburn 020 7525 4744

## APPENDICES

No.	Title
Appendix 1	Maltby Street – install double yellow lines
Appendix 2	Rotherhithe Street – install double yellow lines
Appendix 3	Elephant Lane – install double yellow lines
Appendix 4	Rouel Road – install double yellow lines
Appendix 5	DS114 – Highway visibility
Appendix 6	Lucey Road – install double yellow lines
Appendix 7	Hatcham Road area – install double yellow lines
Appendix 8	Gainsford Street – install double yellow lines

## AUDIT TRAIL

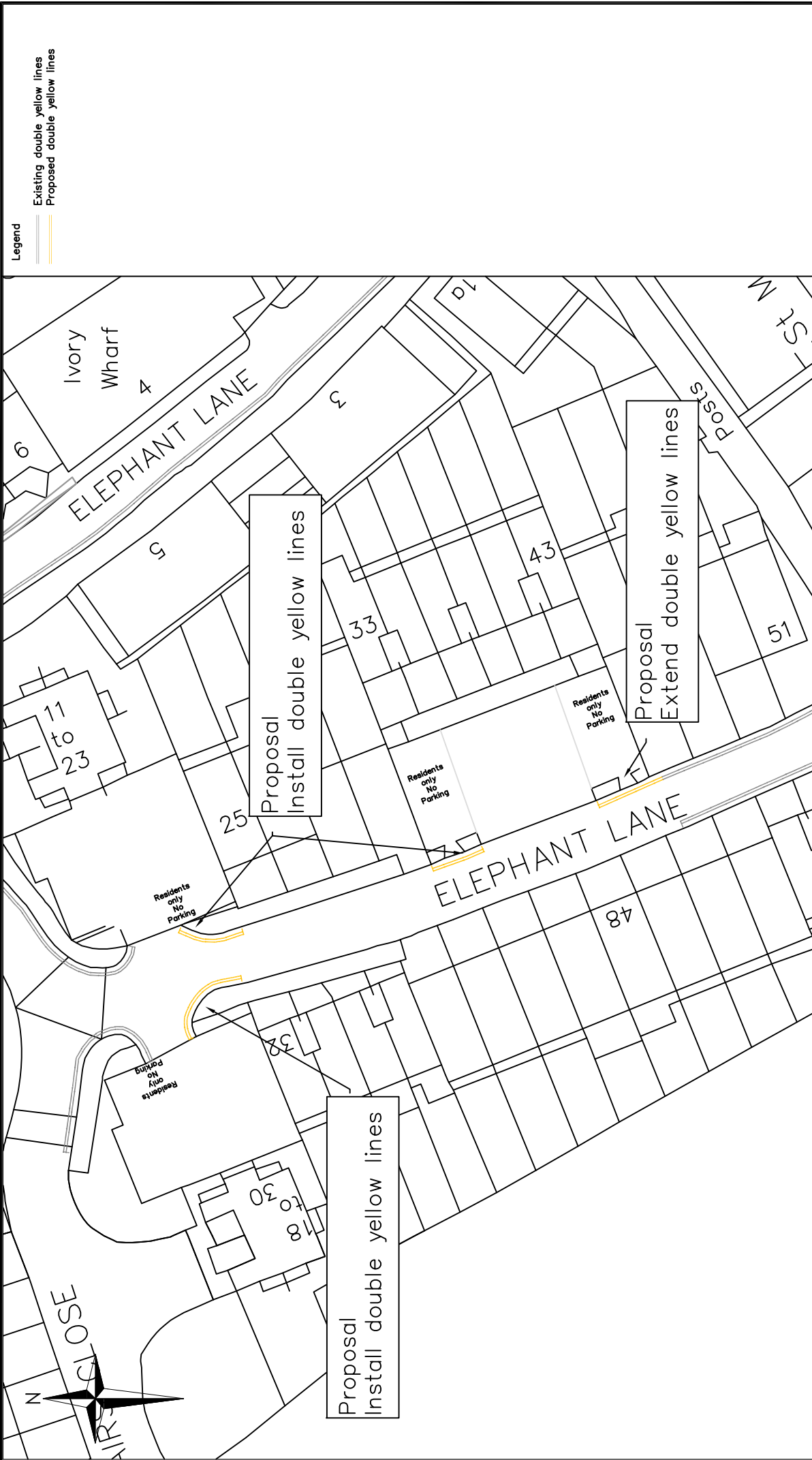
<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	6 October 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	6 October 2015	



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>1516 LOCAL PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>
		Drawing Title <b>MALTBY STREET                  PROPOSED DOUBLE YELLOW LINES                  PERMANENT TRAFFIC ORDER</b>	Ward(s) <b>GRANGE</b>
		Date <b>10/06/15</b>	Scale <b>1:800 @ A4</b>
		Dwg No. <b>1516Q2002</b>	App <b>TW</b>
		Status <b>APPENDIX 1</b>	Rev <b>A</b>
		Drn <b>TW</b>	Chk <b>TW</b>
		Description <b>APPENDIX 1</b>	Date <b>10/06/15</b>
		Drn <b>TW</b>	App <b>TW</b>
		Drn <b>TW</b>	Chk <b>TW</b>
		Drn <b>TW</b>	App <b>TW</b>

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Legend  
 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>151602 LOCAL PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>						
		Drawing Title <b>ELEPHANT LANE                  PROPOSED DOUBLE YELLOW LINES</b>	Ward(s) <b>ROTHERHITHE</b>						
		Date 26/06/15	Scale 1:500 @ A4	Drn MH	Chk TW	App TW			
		DWG No. 1516Q2012	Status APPENDIX 3	Rev B	Rev B	Date 13/08/2015	Description Remove DYL os 27 - 31	Drn MH	App 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-set 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-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 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

## Appendix 5

- 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

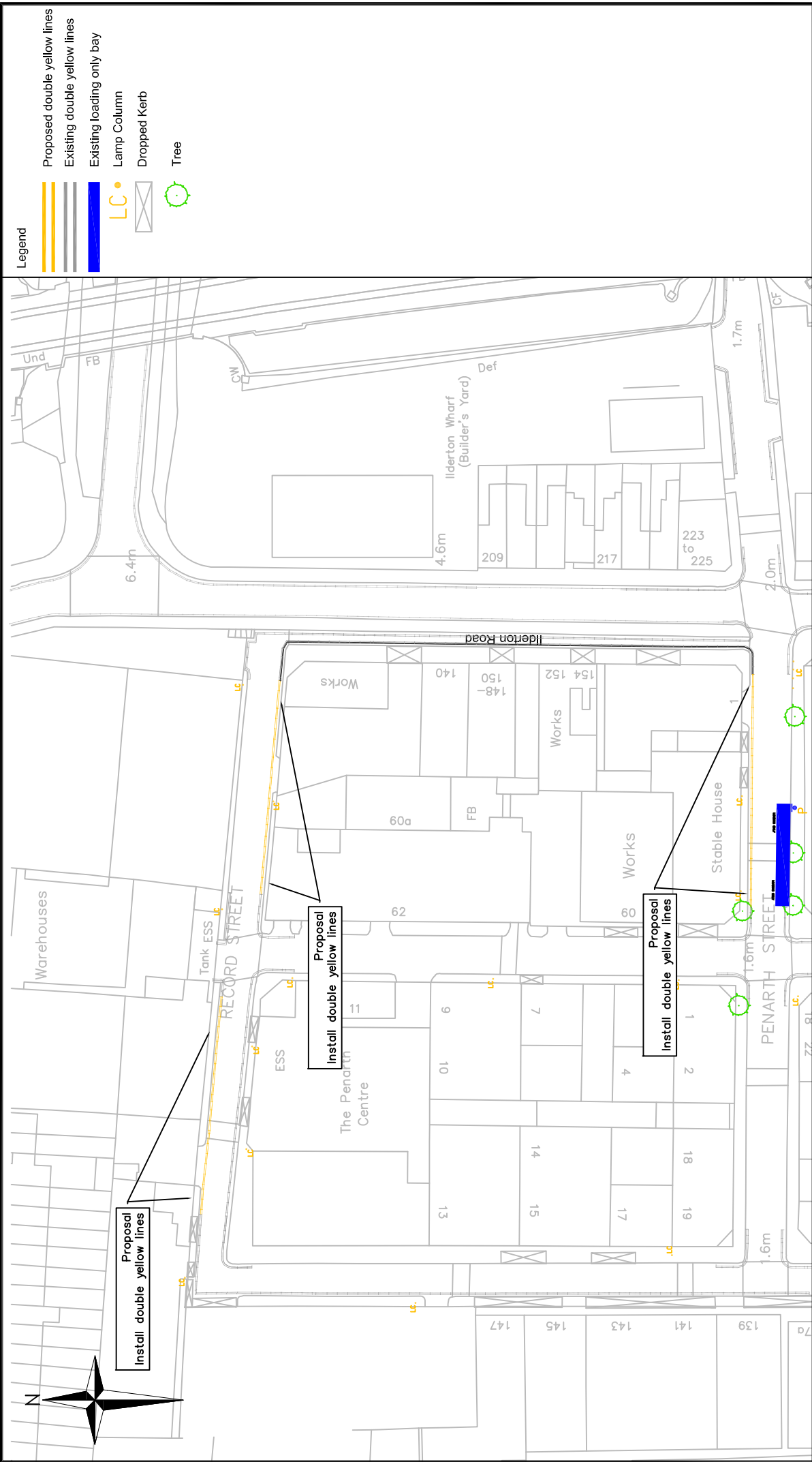
-  Existing double yellow lines
-  Proposed double yellow lines
-  Dropped Kerb


Proposal  
Extend double yellow lines  
6.8m

2.1m

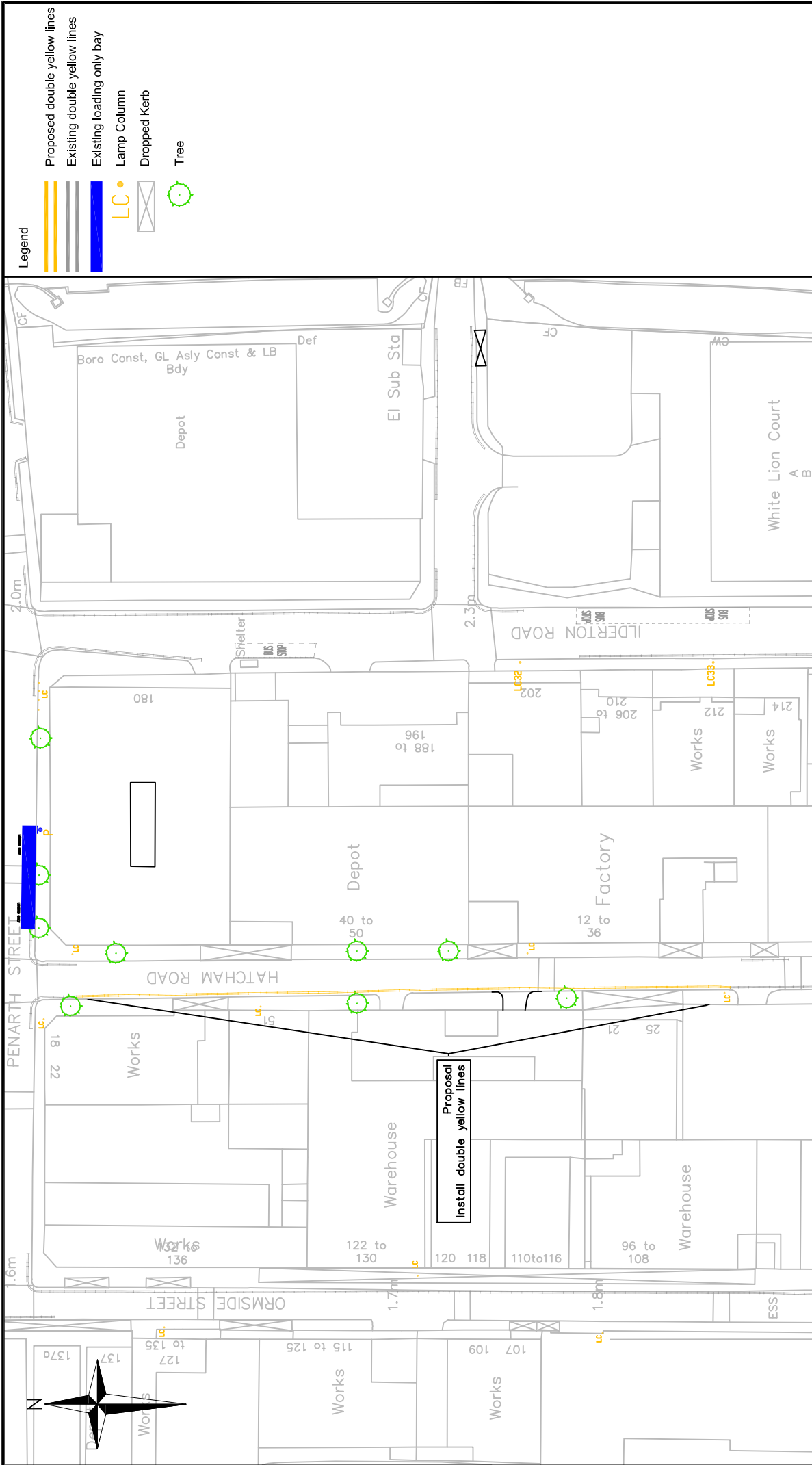
Public Realm Projects Parking Design  Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project 1516 LOCAL PARKING AMENDMENTS	Community Council BERMONSEY AND ROTHERHITHE
		Drawing Title LUCEY ROAD PROPOSED DOUBLE YELLOW LINES	Ward(s) GRANGE
		Date 14/07/15	Scale 1:500 @ A4
		Date 1516Q2024	App TW
		Status APPENDIX 6	Rev A
		Description Description	Drn Drn
		Date Date	Chk Chk
		Rev Rev	App App


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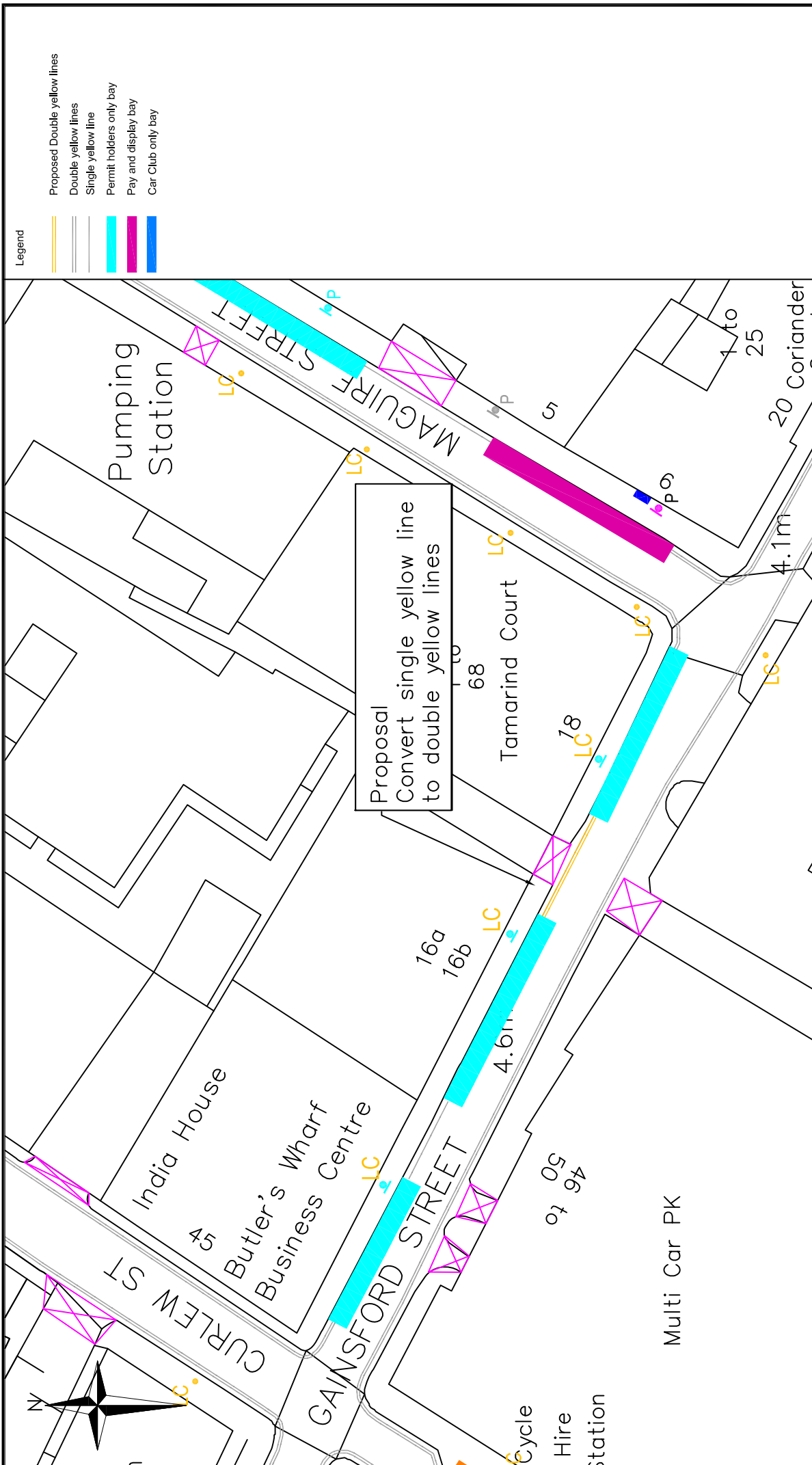
<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p><a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a></p>		<p>Project</p> <p>1516Q2 LOCAL PARKING AMENDMENTS</p>	<p>Community Council</p> <p>BERMONDSEY AND ROTHERHITHE</p>	<p>Word(s)</p> <p>LIVESEY</p>	<p>Date</p> <p>17/07/15</p>	<p>Scale</p> <p>1:1000 @ A4</p>	<p>Drn</p> <p>MH</p>	<p>Chk</p> <p>TW</p>	<p>App</p> <p>TW</p>
		<p>Drawing Title</p> <p>PENARTH STREET/RECORD STREET PROPOSED DOUBLE YELLOW LINES</p>	<p>Dwg No.</p> <p>1516Q2_025</p>	<p>Rev</p> <p>Rev</p>	<p>Status</p> <p>DETAILED DESIGN</p>	<p>Rev</p> <p>Rev</p>	<p>Date</p> <p>A</p>	<p>Drn</p> <p>Drn</p>	<p>Chk</p> <p>Chk</p>
<p>© Crown copyright and database rights 2014 Ordnance Survey 0100019232</p>									

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<p><b>Public Realm Projects</b> Parking Design</p> <p>Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p><a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a></p>		<p><b>Project</b> 1516Q2 LOCAL PARKING AMENDMENTS</p>	<p>Community Council <b>BERMONDSEY AND ROTHERHITHE</b></p>
		<p><b>Drawing Title</b> HATCHAM ROAD PROPOSED DOUBLE YELLOW LINES</p>	<p>Word(s) LIVESEY</p>
<p><b>Date</b> 17/07/15</p>		<p><b>Scale</b> 1:1000 @ A4</p>	<p><b>App</b> TW</p>
<p><b>Dwg No.</b> 1516Q2_025</p>		<p><b>Drn</b> MH</p>	<p><b>Chk</b> TW</p>
<p><b>Status</b> DETAILED DESIGN</p>		<p><b>Rev</b> Rev</p>	<p><b>App</b> TW</p>
<p><b>Rev</b> A</p>		<p><b>Date</b> 1516Q2_025</p>	<p><b>Chk</b> Rev</p>
<p><b>Description</b> © Crown copyright and database rights 2014 Ordnance Survey 0100019232</p>		<p><b>Drn</b> A</p>	<p><b>App</b> TW</p>





Legend

- Proposed Double yellow lines
- Double yellow lines
- Single yellow line
- Permit holders only bay
- Pay and display bay
- Car Club only bay

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>GAINSFORD STREET                  PROPOSED DOUBLE YELLOW LINES</b>		Community Council <b>BERMONDSEY AND ROTHERHITHE</b>  Ward(s) <b>RIVERSIDE</b>	
		Date	Scale	Drn	Chk
		17/09/15	1:1000 @ A4	MH	TW
		Dwg No.	1516Q2019		Rev
		Status	APPENDIX 8		A
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<b>Item No.</b> 13.2	<b>Classification:</b> Open	<b>Date:</b> 4 October 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Parking amendments to estate parking scheme – Rouel Road Estate	
<b>Ward(s) or groups affected:</b>		Grange 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:
  - To install a display machine which will provide tickets for a maximum of three hours to park in the 30 allocated visitor parking bays located at the Blue Anchor Car Park, entry via St James's Road (Appendix 1). Thereafter the expired time, no vehicle to return within three hours. A similar scheme operates at the Peckham Leisure Centre.
  - To agree that the use of visitor permits are not permitted in the allocated visitor bays. These bays are limited to 3 hours and the visitor permits are permissible all day and may be used in the allocated resident bays.

### BACKGROUND INFORMATION

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

## **KEY ISSUES FOR CONSIDERATION**

6. The area housing team was contacted by the T&RA (tenants and residents association). The T&RA represents residents of the estate that meets to discuss issues affecting residents.
7. The group identified a need for controlled parking within the 30 allocated visitor parking bays located at the Blue Anchor Car Park (entry via St James's Road).
8. The group explained that it was difficult for resident's visitors and visitors to the local shops to park in the Blue Anchor Car Park and use it for its intended use, due to unknown persons leaving their vehicles all day and using the Bermondsey Station to commute.
9. A Permit scheme for residents and commercial units, also operates within the Blue Anchor Car Park.
10. Resident visitors with a visitors permit will continue to be able to use the allocated resident bays, for the whole day.
11. Commercial units will continue to be able to use the allocated bays for the commercial units, by displaying a permit.
12. Enforcement period is Monday to Saturday, 7am.-7pm.

## **Community impact statement**

13. 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.
14. The introduction of the parking scheme will benefit residents of the estate and their visitors.
15. 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.
16. 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**

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

## **Legal implications**

18. Traffic Management Orders would be made under powers contained within the

Road Traffic Regulation Act (RTRA) 1984.

19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
20. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
22. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters
  - a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve 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**

24. No informal (public) consultation has been carried out.
25. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
26. 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.
27. 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.
28. 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.
29. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
30. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in



accordance with the Southwark constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

## APPENDICES

No.	Title
Appendix 1	Rouel Road Estate Map

## 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>	4 October 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 Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	4 October 2015	

# Schedule: 1

## Item: Rouel Road Estate

### LEGEND



Housing estate boundary

### Permit scheme in operation



Yes



No

### Parking places / bays (Regions filled with cross hatch are on-road)



Permit parking



General parking



Disabled parking



Motorcycle parking

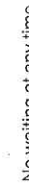


Time limited (visitor) parking

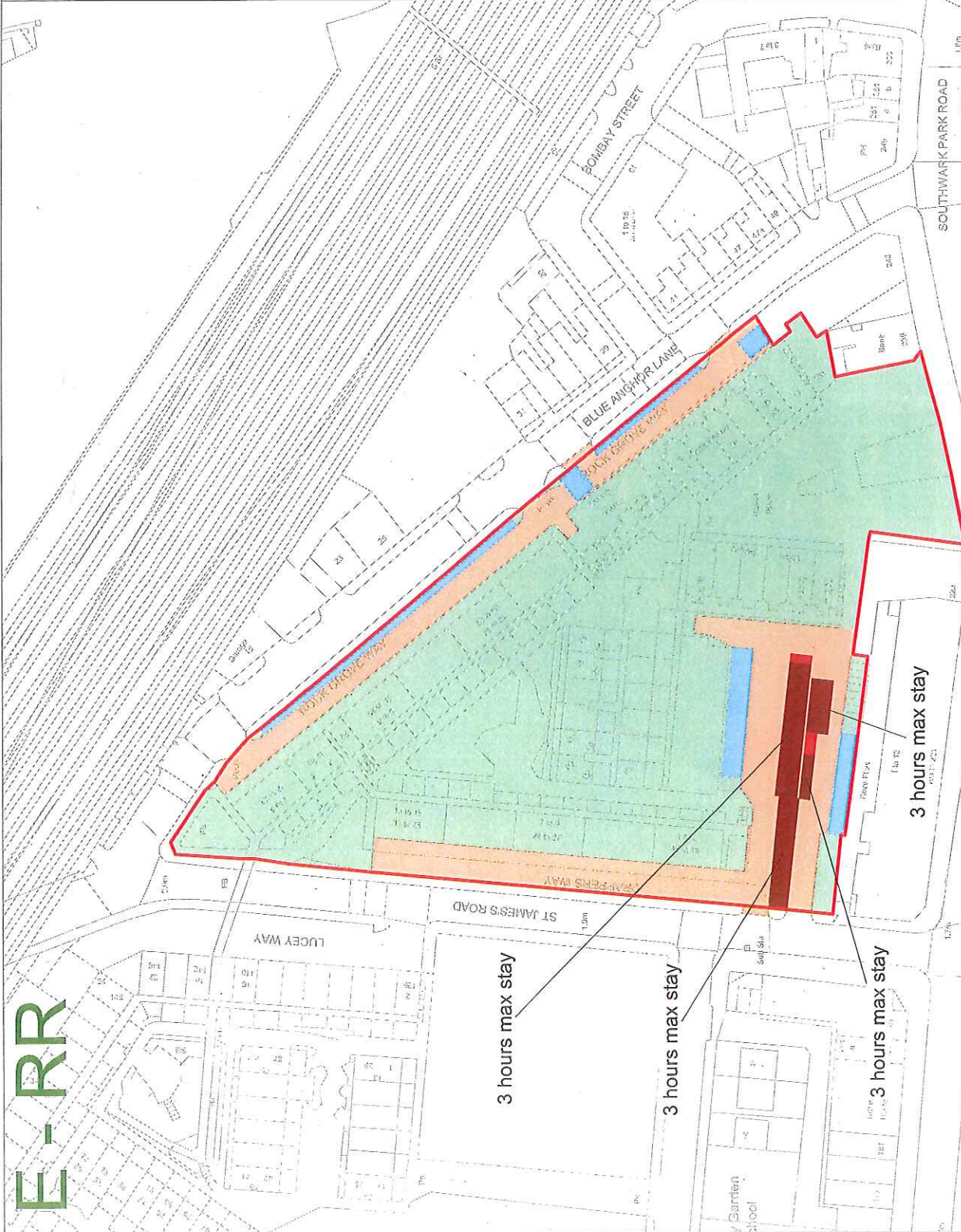
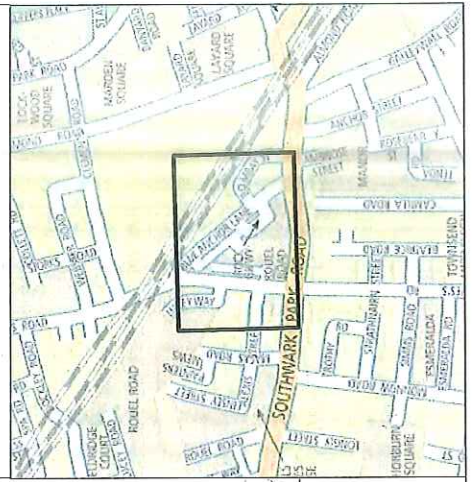


Ambulance parking

### Restricted area / at any time waiting restriction (Regions filled with cross hatch are on-road)



No waiting at any time



71.23



meters

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E-RR

3 hours max stay

3 hours max stay

3 hours max stay

3 hours max stay

<b>Item No.</b> 13.3	<b>Classification:</b> Open	<b>Date:</b> 17 October 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Tooley Street Fresh Air Square project	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Head of Regeneration North	

**RECOMMENDATION**

1. It is recommended that the Bermondsey and Rotherhithe Community Council approve the suspension of 2 residents parking bays at the proposed location outlined in appendix 1 for a trial period up to 12 months to accommodate the installation of a portable landscape module known as a “Fresh Air Square.”

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

**KEY ISSUES FOR CONSIDERATION**

5. The council is working with Team London Bridge and Transport for London (TFL) to trial a new initiative to improve air quality in and around London Bridge. Following a public ideas competition which generated over 60 high calibre entries, designers have been appointed to install a portable landscape module on the street known as a “fresh air square” which will include planting, trees, and seating.
6. The key objective of the project is to improve the environment of London Bridge, creating a new public space with a focus on health, sustainability and engagement. We will be working with experts in environmental impact assessment from King’s College London to monitor the air quality before and after the trial to understand the impacts and to feed into future project proposals.

7. After assessing a number of different potential sites for the installation, the project team selected a site to trial the initiative between 110 and 112 Tooley Street, in front of the London Bridge Dental Practice which will replace 2 resident parking spaces for a period up to one year. A copy of the designs for the project and a plan of the proposed location can be found in appendices 1 and 2.
8. The fresh air squares will be funded and delivered as part of the TFL future streets incubator fund, which has committed £1.8m to transforming public spaces in the capital and helping convert more of London's streets into spaces where people can socialise and interact.
9. The location of the project, on Tooley Street is a TFL highway. TFL are the main sponsor and client for the project and have provided permission for the project to be carried out on their highway. TfL are highway authority for the road but Southwark act as traffic authority for the length and breadth of the parking bay, as an exemption (by TfL) from the red route. The council's parking design team have reviewed the project, and whilst the project does not require any formal traffic management order changes, the scheme will require the suspension of 2 existing resident parking bays for a trial period of up to 12 months. The parking design team recommended that a full consultation exercise is carried out with the local residents and key stakeholders, and a report be prepared for community council to agree to the suspension of 2 parking bays to enable the trial scheme.
10. The project will be constructed by the client team which includes Team London Bridge and TFL, and will be maintained by Team London Bridge. Maintenance commitments by Team London Bridge include commitment to maintain the planting within the Fresh Air Square using contractor CJS Plants who take care of 150+ hanging baskets and planters in the area. In terms of cleaning, Team London Bridge have extended their cleaning contract to cover this facility and have just signed a MET Police Plus agreement with Southwark Council and Southwark Police to deliver a dedicated police constable for the business improvement district (BID) area.

### **Policy implications**

11. The London Bridge opportunity area contains one of the major transport interchanges in the borough and the New Southwark Plan has identified the need to improve the integration of development with the existing public transport, walking and cycling networks close to the proposed location for this scheme. The project is a demonstration project which seeks to improve the environment and air quality of London Bridge in line with the emerging policies in the New Southwark Plan. The project will be closely monitored for a period of 12 months by Kings College London.
12. The project will help to enhance the streetscene and environment of London Bridge, creating a high quality landscape feature with seating and planting which will improve the character and appearance of London Bridge and promote sustainable forms of travel including walking and cycling.

### **Consultation / Community impact statement**

13. A consultation exercise has been carried out and all of the residents and businesses directly affected by the proposals were sent a letter, a copy of the design and a plan of the proposed location for the project on 3 September 2015

with a deadline for any comments by 25 September. The project team also held meetings with the businesses fronting the parking bays at 110-112 Tooley Street to discuss the project in detail and ensure there were no concerns or objections. In addition, Team London Bridge organised a drop-in event on the street adjacent to the proposed parking bays to further publicise the trial scheme.

14. During the consultation period 4 people contacted the council about the project, and all the comments received supported the project proposal.

### **Resource implications**

15. The project will be funded, delivered and maintained by TFL working with Team London Bridge. The cost of parking suspension to the council will be paid for out of the project budget.

### **Legal implications**

16. There is no requirement for any amendments to Traffic Management Order to be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984. The existing parking bays will be suspended temporarily for a period of up to 12 months. At the end of 12 months the bays will revert to residential parking bays.
17. The structure will be licensed by the council's highways team (a similar process for skips and hoarding licences) and the relevant indemnity insurances will be provided by the contractor.
18. TFL as statutory highway authority will approve the road safety for the final design to ensure there is no collision risk posed by the installation of the structure.
19. The highways department has approved the final draft of this report, with comment included from the parking and highway development teams.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Head of Procurement**

20. Comments from the head of procurement were not sought, as the design competition was led by Team London Bridge and their partners.

### **Director of Legal Services**

21. Comments from the director of law & democracy were not sought, as the scheme does not require any traffic order amendments.

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

22. Comments from the strategic director of finance and governance were not sought as the project is funded by the TFL Future Streets Incubator fund.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Design documents	160 Tooley Street	Leonna Staple 020 7525 4954

**APPENDICES**

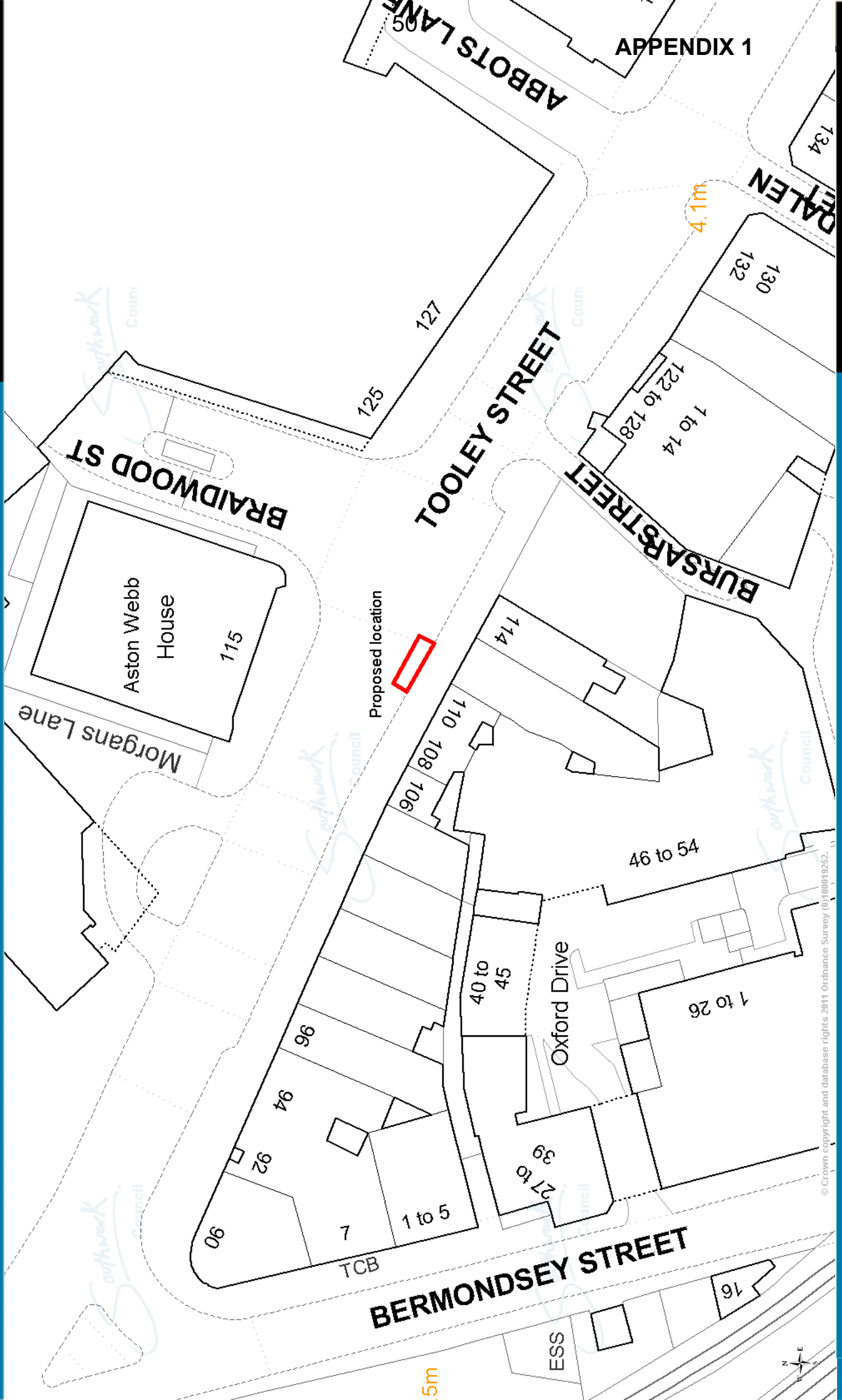
<b>No.</b>	<b>Title</b>
Appendix 1	Proposed location
Appendix 2	Design

**AUDIT TRAIL**

<b>Lead Officer</b>	Jon Abbott, Head of Regeneration North	
<b>Report Author</b>	Leonna Staple, Project Officer	
<b>Version</b>	Final	
<b>Dated</b>	5 October 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 Law & Democracy	No
	Strategic Director of Finance and Governance	No
	<b>Cabinet Member</b>	No
	<b>Date final report sent to Constitutional Team</b>	6 October 2015

# Proposed Fresh Air Square Location

Date 1/9/2015



APPENDIX 1

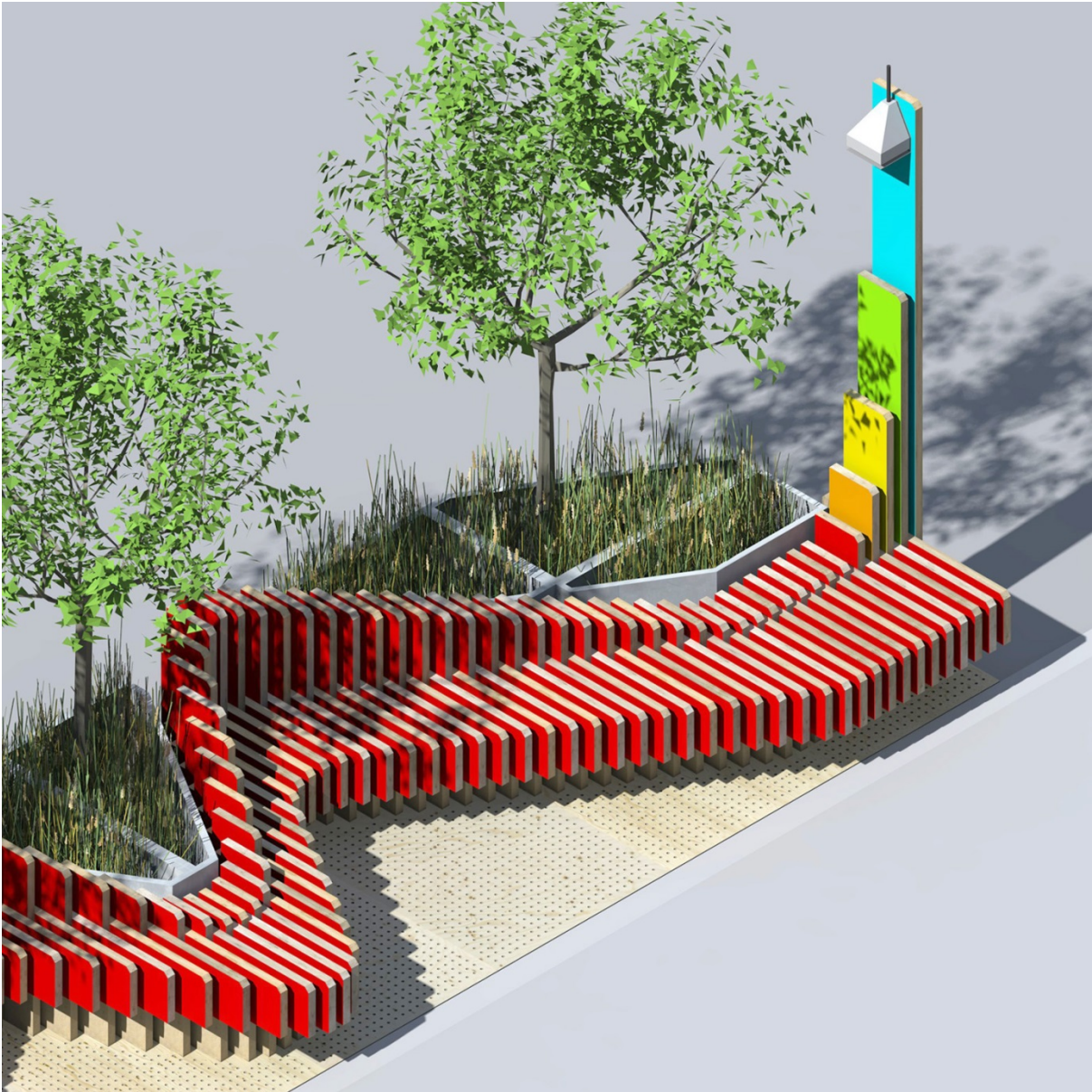
Scale 1/500

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<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 17 October 2015	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Canada Water and Southwark Park parking project	
<b>Ward(s) or groups affected:</b>		Rotherhithe and Surrey Docks	
<b>From:</b>		Public Realm Programme Manager	

## RECOMMENDATION

1. That 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:

### Canada Water parking project

- a. Approve the extension of the existing Rotherhithe (H) parking zone to the following streets, subject to the outcome of any necessary statutory procedures:
  - Albion Street (between Swan Road and Canon Beck Road)
  - Canada Street
  - Canon Beck Road (south of Brunel Road)
  - Gomm Road
  - Quebec Way
- b. Approve the position and type of parking bays and restrictions for the new parking layout as shown in the detailed design (Appendix C).

### Southwark Park car parks

- c. Approve the parking layout and the introduction of a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for genuine park users (Appendix D).

## BACKGROUND INFORMATION

2. The strategic parking project programme was approved by the Head of Public Realm in conjunction with the cabinet member in September 2014. This programme included a consultation on a proposed parking zone in the Canada Water area.
3. Following approval of the programme but in advance of public consultation, a report was presented to Bermondsey and Rotherhithe Community Council on 23 March 2015. This report set out the proposed consultation methods and boundaries for the Canada Water parking project and Southwark park car park.
4. At the meeting, the community council asked that Canada Street and Quebec

Way be included within the scope of the parking project as these streets were often full of commuter vehicles.

5. As a result of the changes requested by the community council, the consultation boundary was amended to include Canada Street and Quebec Way.
6. In accordance with Part 3D paragraph 22 of the Southwark constitution the decision to implement a new strategic transport scheme lies with the cabinet member for environment and public realm.
7. Part 3H paragraph 18 and 20 of the constitution sets out that community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following informal public consultation.
8. The community council is now being consulted on the recommendations that are due to be presented to the cabinet member, following informal public consultation.
9. The project area is not geographically connected and is divided into 3 areas. These 3 areas are located of the periphery of the existing Rotherhithe (H) parking zone, which was first introduced in 1998. Since its implementation, the zone hasn't expanded.

## KEY ISSUES FOR CONSIDERATION

### Canada Water parking project - consultation findings

10. Full details of the consultation strategy, results, analysis and options can be found in the "Canada Water consultation report" (Appendix A) but the key issues are summarised in this section.
11. Informal public consultation took place with all residents and businesses within the project area from 29 May 2015 until 19 June 2015.
12. The informal public consultation yielded 737 returned questionnaires from within the consultation area, representing a 10% response rate which is relatively low for this type of consultation.
13. Figure 1 details the overall response to the headline questions.

Response rate	Do you want a parking zone to be introduced in your street?	If a parking zone was introduced, which of the following <u>hours</u> would you like the parking zone to operate?	If a parking zone was introduced, which of the following <u>days</u> would you like the parking zone to operate?
10%	36% - Yes 53% - No 8% - Undecided 3% - Not answered	38% - 8.30am to 6.30pm 34% - Other specified 18% - 12 noon to 2pm 8% - 10am to 12 noon 3% - 10am to 2pm	49% - Monday to Friday 21% - Monday to Saturday 30% - Other specified

**Figure 1**

14. The majority (53%) of respondents, across the entire project area, are not in favour of the introduction of a parking zone in their street.

15. Street by street analysis (Appendix B) shows that opinions about parking and the actual level of parking stress<sup>1</sup> do vary from street to street in the project area and this has informed the recommended options in the section below.

### Proposed options

16. Having considered all the data available, four possible options are considered feasible. The rationale, risks and benefits for each of the options are discussed in the consultation report and summarised in figure 2.

Proposed options	Rationale
<p><b>OPTION 1</b> Introduce a parking zone in Area 1 - Gomm Road only (excluding Ann Moss Way, Culling Road, Hothfield Place and Orange Place).</p>	<ul style="list-style-type: none"> <li>67% of respondents are in support of a parking zone</li> <li>The majority of respondents indicated that they experience difficulty parking, Monday – Friday during the daytime</li> <li>The weekday parking stress surveys indicated a very high average parking occupancy (120%)</li> </ul>
<p><b>OPTION 2</b> Introduce a parking zone in Area 2 - Canon Beck Road (south of Brunel Road) and Albion Street (between Swan Road and Canon Beck Road).</p>	<ul style="list-style-type: none"> <li>80% of respondents are in support of a parking zone.</li> <li>The majority of respondents indicated that they experience difficulty parking, Monday – Friday during the daytime</li> <li>The weekday parking stress surveys indicated a very high average parking occupancy (92%)</li> <li>Swan Road is already within the existing Rotherhithe (H) parking zone. However there is a block of flats (Pine House) which is situated between Swan Road and Canon Beck Road and fronts Albion Street. This section of Albion Street is uncontrolled and should be included in any proposed CPZ.</li> </ul>
<p><b>OPTION 3</b> Introduce a parking zone in area 3 - Canada Street, Roberts Close and Quebec Way (excluding Wolfe crescent and Saunders House).</p>	<ul style="list-style-type: none"> <li>No representation was received from the 6 postal address on Canada Street (Saunders House) or the 3 postal addresses on Quebec Way (a school and 2 business premises)</li> <li>The weekday parking stress surveys indicated a very high average parking occupancy in Canada Street (113%) and Quebec Way (92%)</li> <li>It is anticipated that the parking pressure will only increase further once the housing development in the area is completed.</li> </ul>
<p><b>OPTION 4</b> Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.</p>	<ul style="list-style-type: none"> <li>53% of the overall feedback are opposed the scheme.</li> <li>Parking zones can be unpopular in some areas with commonly expressed concerns including the cost of the permits and displacement of parking to adjacent areas, resulting in “creep” of parking zones.</li> </ul>
<p><b>OPTION 5</b> To introduce a parking zone to all roads within the entire project area (Areas 1, 2 and 3).</p>	<ul style="list-style-type: none"> <li>Several housing and commercial projects have been approved for development the area.</li> <li>The parking stress surveys in the project area indicated most roads are experiencing high levels of parking stress that could be reduced by the use of a parking zone to remove commuter parking.</li> </ul>

**Figure 2**

17. It is officers' recommendation to proceed with options 1, 2 and 3 for the reasons explained in figure 2.
18. Any new parking zone would be an extension of the existing Rotherhithe (H) parking zone, which currently operates Monday – Friday, 8.00am – 6.30pm.
19. Consultees were asked whether they would change their mind if a parking zone were to be introduced in a neighbouring street. No streets in the project area indicated a change in opinion.
20. If a parking zone were to be introduced (as detailed in Options 1, 2 and 3), it is likely that parking activity will be displaced to the roads in the area excluded from the parking zone. This will increase parking stress in those roads and may result in pressure for a further consultation in the excluded roads after the implementation of such a parking zone.

**Southwark Park car park****Background**

21. The project originates from a request by parks and open spaces officers to review parking within Southwark Park. This includes the road that runs between Gomm Gate and Southwark Park Road Gate, as well as the car park off Hawkstone Road.
22. The aim of the project is to improve the parking facilities for genuine park visitors.
23. The general principles proposed for the car park were:
  - Introduce a four hour time limit for parking to ensure turn-over of space and to prevent all-day parking by non-park using motorists. This will give genuine visitors to the park greater opportunity to find a parking space.
  - Designate parking and non-parking areas including four new disabled bays
  - Enable enforcement against vehicles that break the rules (e.g. overstay the time limit or park in obstructive locations).
24. This project does not propose the introduction of charges for parking in the park.

**Informal consultation**

25. The full consultation findings, can be found in the "Southwark Park car park consultation report" (Appendix E) but the key issues are summarised in this section.
26. There was no letter drop for this project as it is a public park with visitors from a wide area.
27. Attention to the consultation was drawn via Bermondsey and Rotherhithe Community Council, banners placed within in the car park areas, details on the council website and through engagement with Friends of Southwark Park.

28. The Informal consultation commenced on 29 May 2015 and the deadline to submit responses was detailed as 19 June 2015.
29. Figure 2 details the overall response to the headline questions.

No. of responses	Do you...		
	Support the introduction of a 4 hour time limit to encourage turnover in space for visitors?	Support the proposed positioning and type of parking bays	Support the introduction of enforcement against obstructive parking?
31	55% - Yes 45% - No	55% - Yes 26% - No 19% - No opinion	84% - Yes 10% - No 6% - No opinion

Figure 2

30. Overall, the majority of respondent support the proposed parking layout and the introduction of a 4 hour maximum stay time limit in the car park.
31. During the consultation period a letter was received from Southwark Park Primary school raising concerns about the impact the proposal could have on staff that currently park in the car park, the letter was signed by 17 members of staff. It is also noted that 6 responses to the online questionnaire were received from staff at the school, of which all opposed the 4 hour maximum stay proposal.
32. The key issues raised by Southwark Park Primary School and officers response is detailed in figure 3

Summary of key issues raised by staff at Southwark Park Primary School	Officers response
<ul style="list-style-type: none"> <li>Staff currently have no other option but to park in the car park</li> <li>Concerns that the proposal could lead to difficulties recruiting teaching staff in the future</li> <li>Concerns about the high cost and affordability of parking permits</li> <li>Would like the parking permits at a reduced rate of £200</li> </ul>	<p>Southwark Park Primary School falls within the Bermondsey (G) parking zone, which operates Monday to Friday, 8.30am to 6.30pm, the zone was introduced in 1998. The school are entitled to apply for a maximum of 10 business parking permits. These parking permits are for the public highway only and won't be available for use in the park.</p> <p>With regard to issuing parking permits at a reduced rate, the cost of parking permits isn't an element of this consultation. The parking permit fees are set, at a borough-wide level on an annual basis by the Cabinet Member. Representations to alter the fees should be made to the decision maker.</p>

Figure 3

### Recommendations

33. In view of the above explanation, it is recommended that the community council comment upon the following recommendation that is due to be made to the cabinet member for environment and the public realm:

- Approve the parking layout and the introduction of a 4 hour maximum time limit on all general parking spaces to encourage turnover in space for genuine park users (Appendix D).
34. Similar regulations have been introduced in Burgess Park and Dulwich Park car parks and the parking regime is working well.

### **Policy implications**

35. 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**

36. 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.
37. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
38. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendations have been implemented and observed
39. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
40. 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**

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

### **Legal implications**

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

43. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
44. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
45. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
46. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
47. These powers must be exercised so far as practicable having regard to the following matters
  - 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**

48. The community council was consulted prior to commencement of the project.
49. Informal public consultation was carried out in May and June 2015, as detailed above.
50. This report provides an opportunity for final comment to be made by the community council prior to a decision scheduled to be taken by the cabinet member for environment and public realm in October 2015.
51. If approved for implementation, any parking modifications will be subject to statutory consultation required in the making of any permanent traffic management orders.



**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
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 A	Canada Water consultation report (circulated separately)
Appendix B	Street by street analysis
Appendix C	Proposed parking layout (zone H CPZ extension)
Appendix D	Southwark Park car park – proposed parking layout
Appendix E	Southwark Park car park – consultation report

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Paul Gellard, Project Engineer / Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	05 October 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 Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Community Council Team</b>	05 October 2015	

## Street by street analysis

Road	Response rate	What time of day do you have difficulty parking*	Do you want a parking controls to be introduced in your street?			If parking controls were introduced which of the following...		
			Yes	No	Undecided	...hours would you like the parking zone to operate?*	...days would you like the parking zone to operate?*	
ANN MOSS WAY	24%	Never	17%	72%	7%	No clear majority	Monday - Friday	
CANADA STREET	0%	NA	NA	NA	NA	NA	NA	
CANON BECK ROAD	36%	Monday - Friday, daytime	80%	10%	0%	8.30am – 6.30pm (all day)	Monday - Friday	
CULLING ROAD	0%	NA	NA	NA	NA	NA	NA	
GOMM ROAD	18%	Monday - Friday, daytime	67%	8%	25%	8.30am – 6.30pm (all day)	Monday - Saturday	
HOTHFIELD PLACE	0%	NA	NA	NA	NA	NA	NA	
LOWER ROAD	1%	Never	0%	0%	100%	12noon – 2pm (two hours per day)	Monday - Friday	
ORANGE PLACE	14%	No clear majority	50%	50%	0%	No clear majority	No clear majority	
QUEBEC WAY	0%	NA	NA	NA	NA	NA	NA	
SWAN ROAD	3%	No clear majority	100%	0%	0%	No clear majority	No clear majority	
WATER GARDENS SQUARE	3%	No clear majority	38%	63%	0%	8.30am – 6.30pm (all day)	No clear majority	
WOLFE CRESCENT	18%	Never	8%	92%	0%	12noon – 2pm (two hours per day)	Monday – Friday	
<b>OVERALL</b>	<b>10%</b>	<b>Split opinions</b>	<b>36%</b>	<b>53%</b>	<b>8%</b>	<b>Split opinions</b>	<b>Split opinions</b>	

### Key

Yes – Majority in favour

Undecided – No clear majority

No – Majority not in favour

Did not respond

**NETWORK DEVELOPMENT**



Environment, Public Realm  
PO Box 68229, London SE1 BLX

**LEGEND**

- Proposed kerb (footway)
- New public highway
- Proposed double yellow line
- Single yellow line
- Existing double yellow line
- Permit bay (proposed)
- Disabled bay
- Proposed footway
- Existing school keep clear markings
- Project area boundary

Revision details	By	Date	Scale
Initial drawings	DA	01/07/15	A
Final drawings	DA	21/09/15	B

Project ID / name
CANADA_WATER

Drawing title
CANADA WATER
PROPOSED_CONTROLLED_PARKING_ZONE
LAYOUT
DETAILED_DESIGN

Scale
1:1000

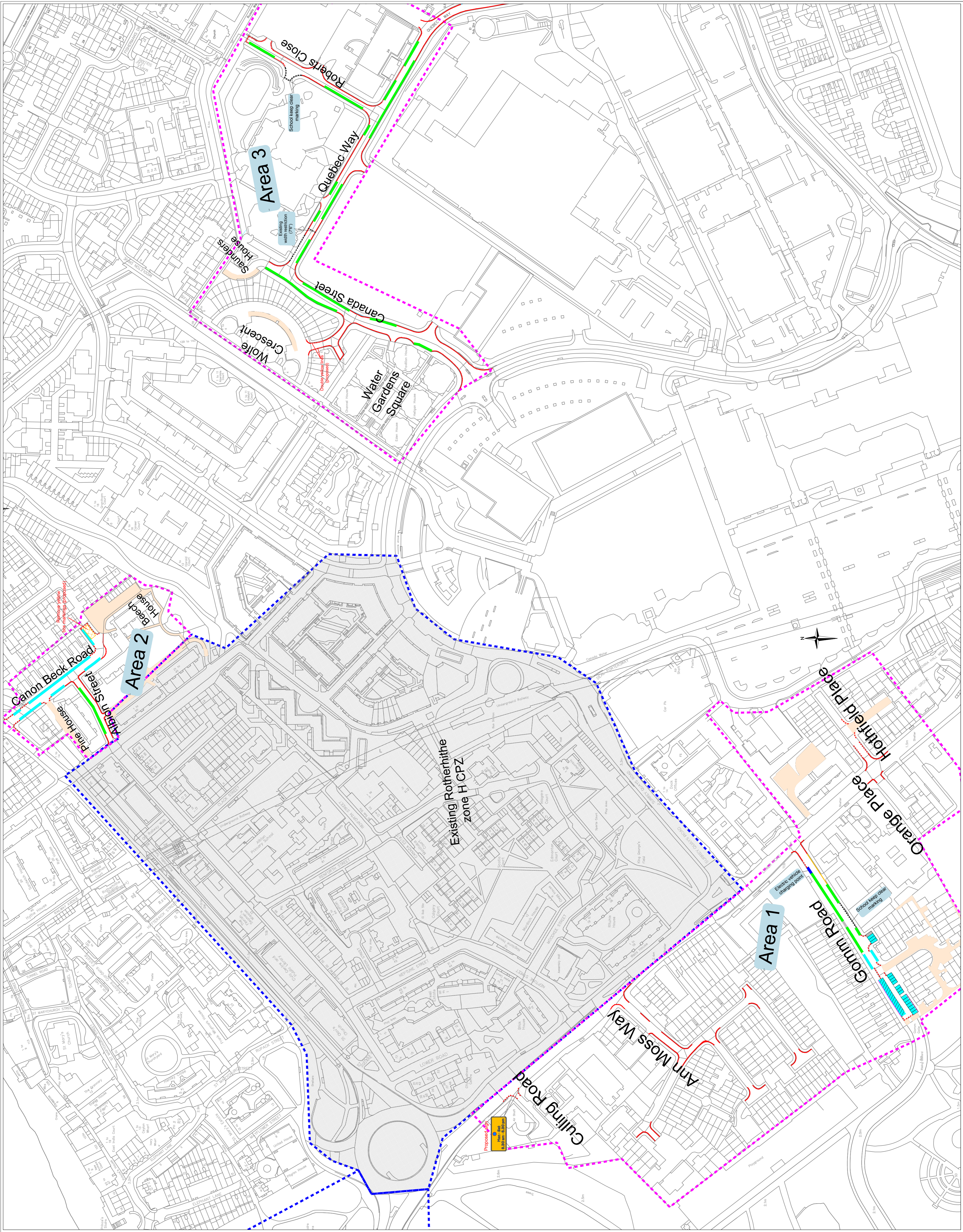
  

File Name
DA

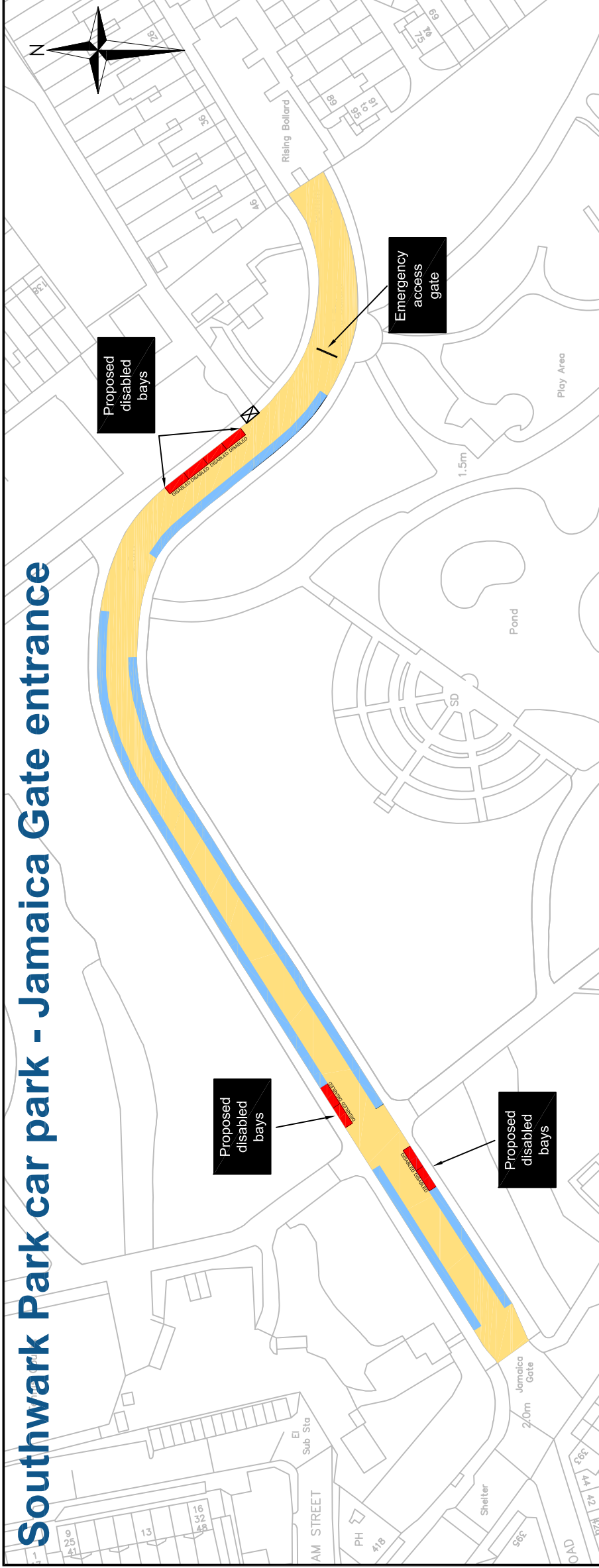
  

Drawn	Designed	Checked	Approved
DA	DA	TW	TW
01/07/15	01/07/15	01/07/15	01/07/15

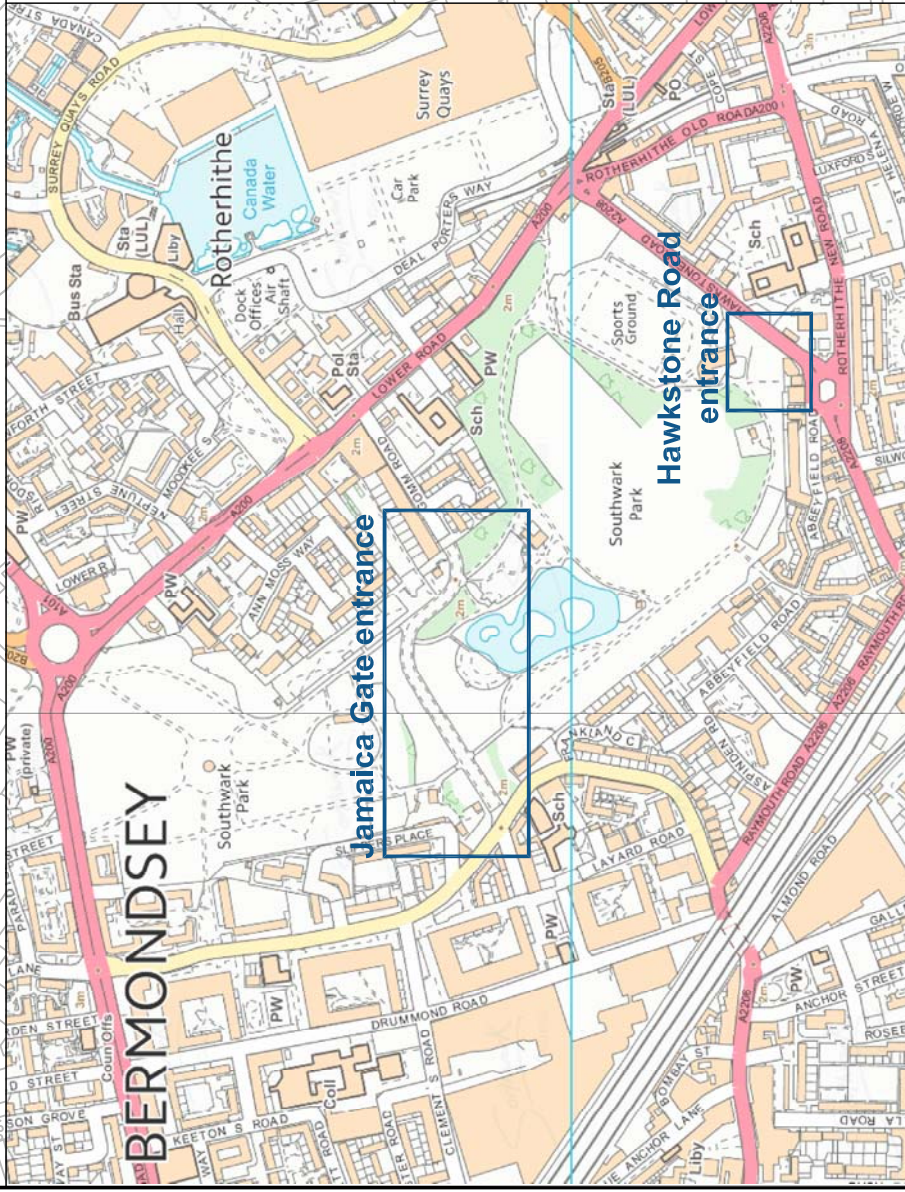
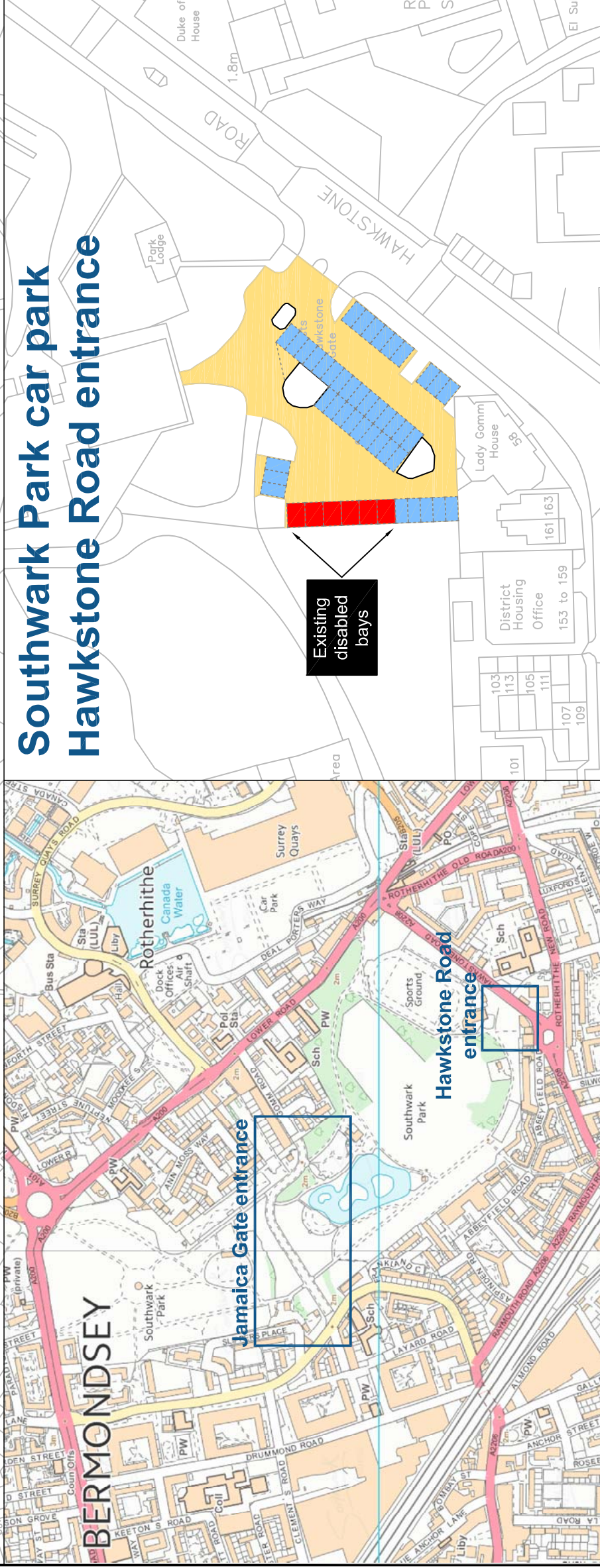
This plan is based on Ordnance Survey data and has been prepared to the best of our knowledge and belief. It is not intended to be used for any other purpose. The user assumes all responsibility for the use of this plan. © 2015 Softwark Council



# Southwark Park car park - Jamaica Gate entrance



# Southwark Park car park Hawkstone Road entrance



The aim of this proposal is to improve the parking facilities for genuine park visitors.

The review covers the road that runs between Gomm Gate and Southwark Park Road Gate, as well as the car park off Hawkstone Road.

Currently there is no time limit upon parking in Southwark Park. This means that people who aren't visiting the park can stay all-day, to the disadvantage of genuine park visitors.

The introduction of a time limit would prevent all-day parking and would stop those motorists who just use it as a commuter car park. In turn, this would free-up those parking spaces for Southwark Park visitors.

A four hour time limit will encourage turn-over of space. This means more 'parking slots' per day, will enable more visitors to park and also improve likelihood of finding a space, whilst giving enough time to enjoy the park to the full.

## LEGEND

### Parking places/bays

#### General parking

Proposed to introduce a 4 hour time limit for parking. **We are not proposing any parking charges.**

The car park currently has no time limit. 4 hours will encourage turn-over of space. This will provide more 'parking slots' per day, enable more visitors to park and also improve likelihood of finding a space

#### Disabled parking

Vehicles parked in these bays must display a valid blue badge

Currently existing blue badge bays are advisory and can be misused without risk of penalty

#### Restricted area

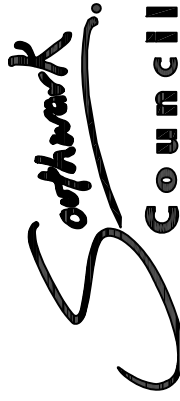
#### No waiting at any time

All areas not designated as parking bays are restricted and no parking is allowed. This to discourage vehicles parking dangerously, i.e. obstructing the road or double parking

## Notes

- All parking bays will be refreshed/re-marked
- Parking signage will be required. Our starting position for the design of off-street parking will be a minimal signing approach but, clearly there will be need to convey restrictions to road users.

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



Project

Southwark Park car park

Drawing Title

Proposed car park layout

Community Council		Bermondsey and Rotherhithe	
Ward(s)		Rotherhithe	
Date	Scale	Drn	Chk
MAY 15	NTS	PG	PG
Dwg N <sup>o</sup>	1055_ID_SP_1.0	Rev	TW
Status	Initial Design	Rev	TW
		Date	07/05/15
		Description	Initial Design
		Drn	Chk
		App	App

Rev	Date	Description
A	07/05/15	Initial Design
PG	TW	TW
Drn	Chk	App

## Parking in Southwark Park:Full Report

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<i>Table of "How long do you use the car park"</i>	3
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<i>Question 6: Do you have any further comments regarding the proposed layout or type of parking bays?</i>	7

## Overview

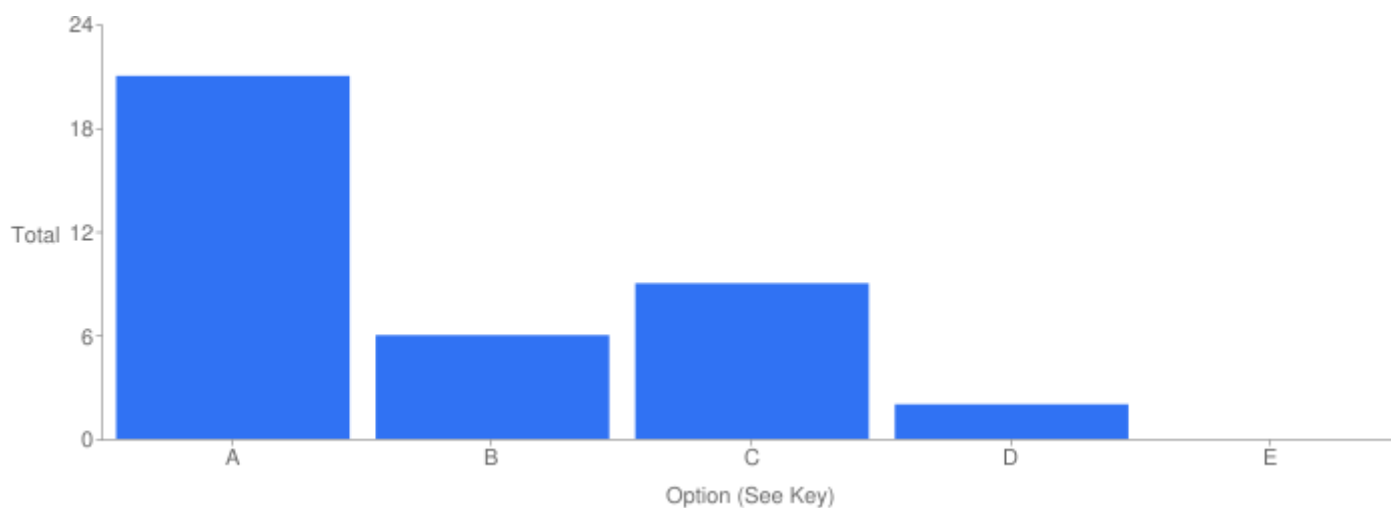
This report was created on Thursday 16 July 2015 at 09:42.

From **29/05/2015** to **19/06/2015**, Southwark London Borough Council Consultation Hub ran a consultation entitled '*Parking in Southwark Park*'. This report covers the online element of the consultation process, which was run from <https://consultations.southwark.gov.uk:80/environment-leisure/parking-in-southwark-park>

### Parking in Southwark Park

#### Question 1: Are you a resident, business or visitor?

Table of "Are you a resident, business or visitor"



Key	Option	Total	Percent of All
A	Resident	21	67.74%
B	Business	6	19.35%
C	Visitor	9	29.03%
D	Blue badge holder	2	6.452%
E	Not Answered	0	0%

There are **31** responses to this part of the question.

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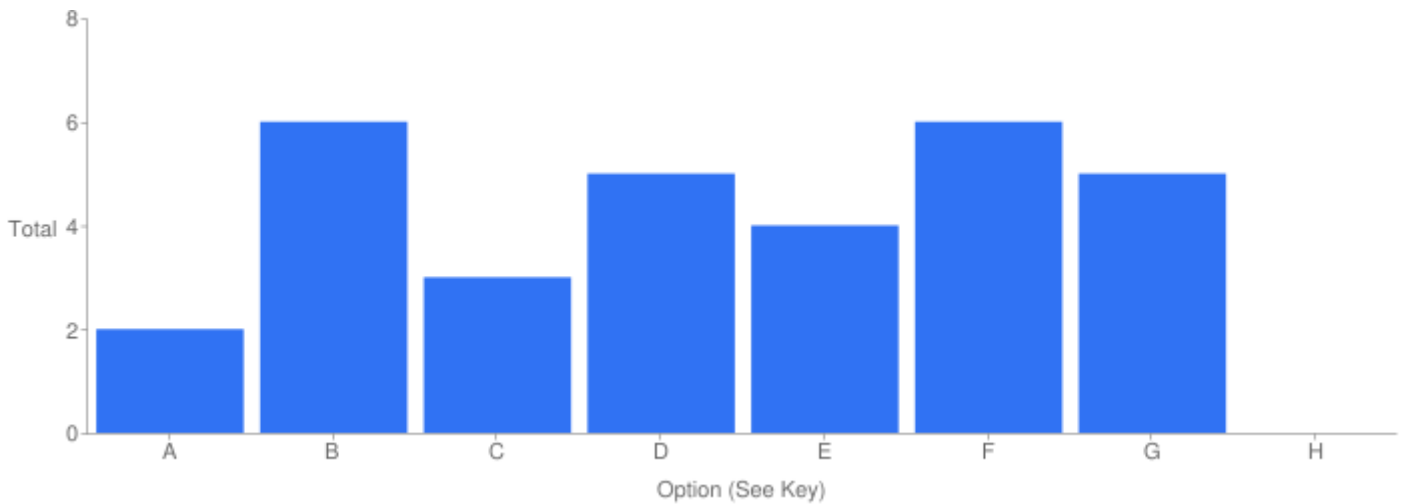
There are 31 responses to this part of the question.

There are 24 responses to this part of the question.

There are 12 responses to this part of the question.

## Question 2: When using the car park, how long do you normally park for?

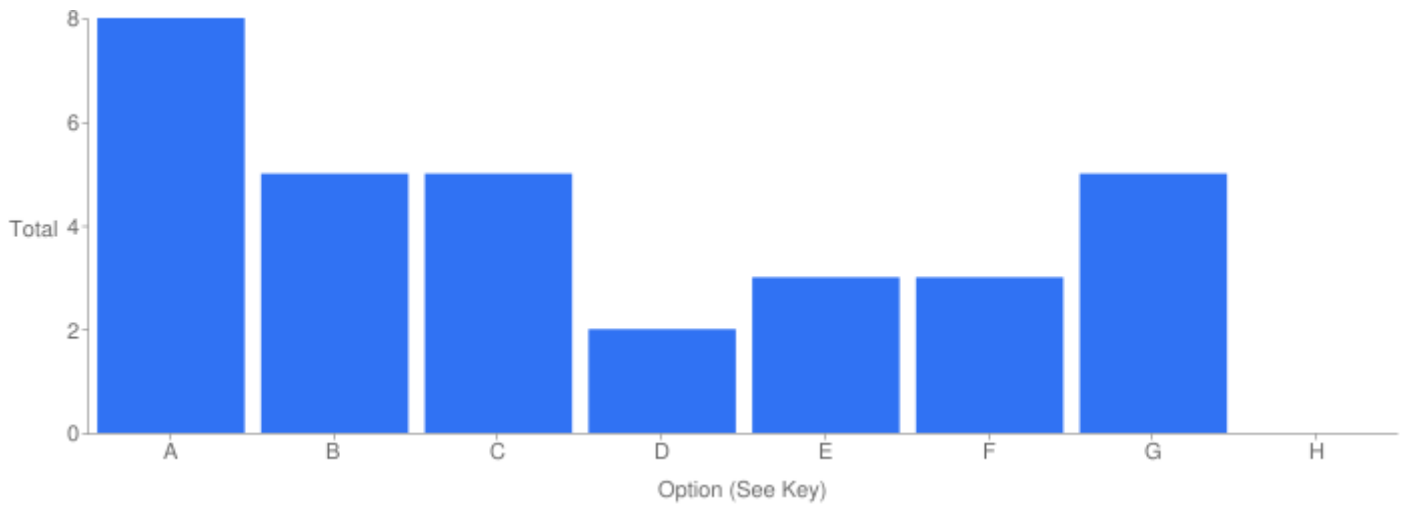
Table of "How long do you use the car park"



Key	Option	Total	Percent of All
A	Less than one hour	2	6.452%
B	One to two hours	6	19.35%
C	Two to four hours	3	9.677%
D	Four to six hours	5	16.13%
E	Six to eight hours	4	12.90%
F	Eight hours or more	6	19.35%
G	I don't use the car park	5	16.13%
H	Not Answered	0	0%

**Question 3: How often do you use the car park at Southwark Park?**

Table of "How often do you use the car park"

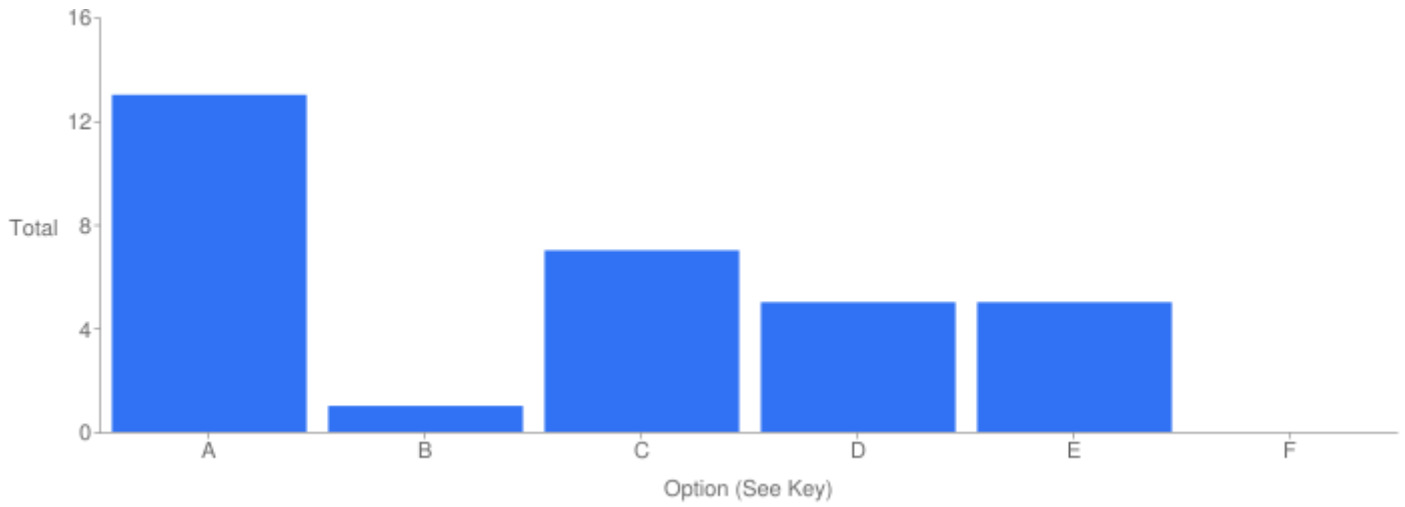


Key	Option	Total	Percent of All
A	Everyday	8	25.81%
B	Most days	5	16.13%
C	Once or twice a week	5	16.13%
D	Once every 2 weeks	2	6.452%
E	Once a month	3	9.677%
F	Seldom	3	9.677%
G	I don't use the car park	5	16.13%
H	Not Answered	0	0%

**Question 4: What is your main reason for parking in the car park at Southwark Park?**

Table of "Main reason for parking in the car park"

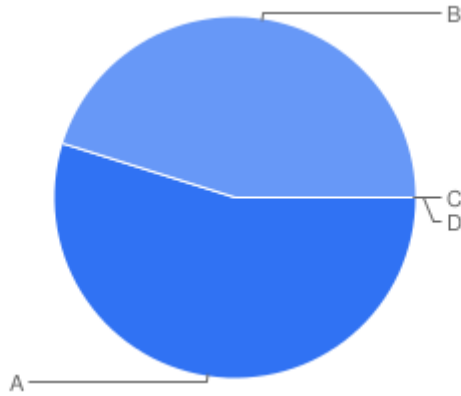




Key	Option	Total	Percent of All
A	Leisure	13	41.94%
B	Commuting	1	3.226%
C	Work/ business in park	7	22.58%
D	Resident (parking near home)	5	16.13%
E	I don't use the car park	5	16.13%
F	Not Answered	0	0%

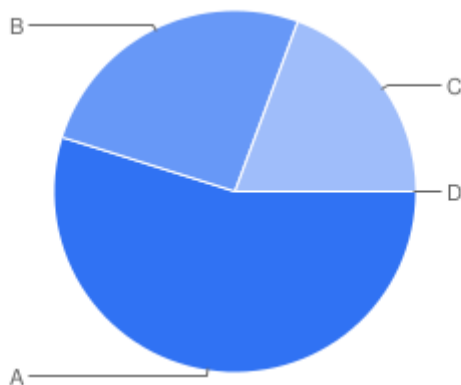
**Question 5: Do you...**

**Table of "Support the introduction of a 4 hour time limit to encourage turnover in space for visitors?"**



Key	Option	Total	Percent of All
A	Yes	17	54.84%
B	No	14	45.16%
C	No opinion	0	0%
D	Not Answered	0	0%

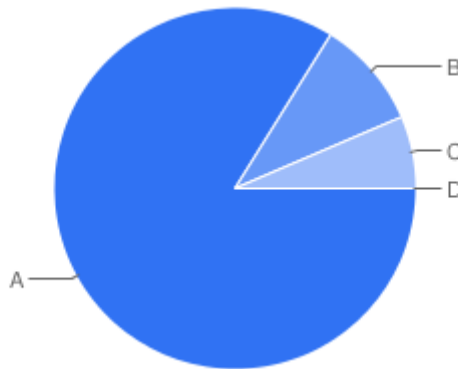
Table of "Support the proposed positioning and type of parking bays?"



Key	Option	Total	Percent of All
A	Yes	17	54.84%
B	No	8	25.81%
C	No opinion	6	19.35%

Key	Option	Total	Percent of All
D	Not Answered	0	0%

Table of "Support the introduction of enforcement against obstructive parking?"



Key	Option	Total	Percent of All
A	Yes	26	83.87%
B	No	3	9.677%
C	No opinion	2	6.452%
D	Not Answered	0	0%

**Question 6: Do you have any further comments regarding the proposed layout or type of parking bays?**

There are **22** responses to this part of the question.

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