

Open Agenda

Borough, Bankside and Walworth Community Council

MINUTES of the OPEN section of the Borough, Bankside and Walworth Community Council held on Wednesday 16 September 2015 at 7.00 pm at Walworth Methodist Church, 54 Camberwell Road, London SE5 0EW

PRESENT: Councillor Martin Seaton (Chair)
Councillor Eleanor Kerlake (Vice-Chair)
Councillor Maisie Anderson
Councillor Neil Coyle
Councillor Helen Dennis
Councillor Karl Eastham
Councillor Paul Fleming
Councillor Lorraine Lauder MBE
Councillor Maria Linforth-Hall
Councillor Vijay Luthra
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes

OFFICER SUPPORT: Andrea Allen (Senior Projects Officer)
Clement Agyei-Frempong (Senior Projects Engineer)
Pauline Bonner (Community Council Development Officer)
Gerald Gohler (Constitutional Officer)

1. WELCOME AND INTRODUCTIONS

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

2. APOLOGIES

There were apologies for absence from Councillors Dan Garfield and Rebecca Lury; and apologies for lateness from Councillors Maisie Anderson, Neil Coyle and Paul Fleming.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 15 July 2015 be agreed as a correct record and signed by the chair.

6. YOUNG PEOPLE'S SLOT

Representatives from East Walworth Wanderers young people's football club thanked the community council for the funding they had received. This had enabled them to open new facilities and to attract more young people – over 80 a week. The club also offered young adults football sessions, taught life skills, sent some members on coaching courses, and was currently waiting for its affiliation to the Football Association. The club aimed to get as many young people participating as possible, and wanted to expand into offering, for example walking football and mums' and toddlers' sessions.

The chair thanked the representatives for attending.

9. COMMUNITY ANNOUNCEMENTS (PART 1)

Safer Neighbourhoods Team Update

Inspector Nicholson informed the meeting that the metropolitan police had been forced to make cuts of £500m over the last two to three years while maintaining standards. Over the next four years, however, £800m of further cuts would need to be made, which could result in Police Community Support Officers (PCSOs) being cut. The good news was that burglaries, robberies, car crime and criminal damage in the sector had gone down. Responding to a question from the floor, Inspector Nicholson said he hoped that this fall was not due to non-reporting. A 16-strong tasking team had been created to deal with problems on particular estates. Unfortunately, crimes of violence had increased by about 26% in the cluster, but also in Southwark and in London as a whole. As a consequence the police would focus on the licenced premises in the area and on knife crime, especially among young people.

Inspector Nicholson said he was very sorry to inform the meeting of a fatal stabbing of a 16-year-old young man in Canterbury Place. He appealed to those present who had any information to contact Crimestoppers or the incident room on 020 8721 4805. He also appealed for information on any illegally held knives to prevent future attacks. Newington ward now had the highest incidence of knife crime, and the police were doing weapons sweeps there. He encouraged people to report all crime on 101 or on 999, if it was an emergency. The police had put in place a reassurance plan and their preliminary enquiries had shown that the incident was not gang-related. They therefore did not expect any reprisals.

At 19:30, Councillor Maisie Anderson joined the meeting.

The chair thanked the police for attending and for the service they provided in the

community. The meeting then observed a minute's silence for the victim of the stabbing.

Councillor Neil Coyle joined the meeting at 19:40.

7. ADDRESS BY NEIL COYLE MP

Neil Coyle, MP said that the recent stabbing had been an absolute tragedy and that there was a fear of reprisals. Some young people were carrying knives because they were scared of crime. All the local councillors would be speaking to residents and would be encouraging them to speak to the police, or anonymously to Crimestoppers. Councillors and the police wanted to help.

The meeting heard that more facilities for young people were needed, as well as education for parents to spot the signs of their children getting involved with knives.

Neil Coyle, MP went on to say that Southwark was facing huge challenges, such as the changes to housing associations and to policing put in place by central government. Southwark now sadly had the highest number of murders and commercial burglaries. This was directly related to the cuts in funding for the police service. Mental health was also a big issue in Southwark. He thanked residents for electing him to Parliament, and Simon Hughes, who had represented the constituency before him. He said he would continue to serve the community, as he had previously done as vice-chair of the community council and deputy mayor.

He invited constituents to get in touch with his office, if there were any issues he could help with:

Neil.Coyle.MP@parliament.uk, Tel: 020 7219 8733.

He went on to thank Val Shawcross AM, for her service as the London Assembly member for the area over the last 10 years.

In answer to a question from the floor, he explained that he had voted against the government's welfare reform and work bill in the first reading, and that he and the rest of the Labour MPs had abstained in the second reading, as a consequence of which he was now on the welfare committee and would therefore be able to better hold the government to account and table amendments.

8. LOCAL TRANSPORT AND SPACES (Pages 12 - 28)

Introduction

Val Shawcross, AM addressed the meeting saying that there were many changes happening in terms of transport in the north of Southwark. The most important of these for this community council area were:

- The Elephant and Castle redevelopment
- Tube improvements
- Cycling

The Elephant and Castle redevelopment was aiming to improve the junctions, which had once been listed among the worst in London. The redesign, which was currently underway, would bring many future improvements, but would also cause short-term disruptions such as delays to buses and traffic tailing back.

The Northern Line extension connecting Kennington and Battersea also affected the area and would provide transport improvements after initial disruptions. The introduction of the night tube, although delayed for the time being, would lead to a reduction in the frequency of some night bus services, as Transport for London (TfL) did not want to double up services.

Cycling Quietways were moving ahead. These were routes through the quieter back streets, designed to encourage those people to cycle who were put off by traffic. A consultation for the Quietway from Blackfriars via Tower Bridge to Canada Water was currently underway, and there was scope for changes to the proposed scheme.

The meeting heard that there were issues around pedestrian crossings at Abbey Street and Tower Bridge Road, as well as at Blackfriars Road and Stamford Street.

Val Shawcross agreed with a comment from the floor that the southern roundabout would look a bit old-fashioned, but said she hoped there would be further changes to it in the future. She asked people to email in the junctions that were problematic in terms of pedestrian crossing times. There was a national issue around statutory crossing times. Pedestrians' rights needed to be factored into all traffic schemes. Walking was important as part of overall good health. She went on to say that she would be happy to come back to a future meeting.

Elephant and Castle works

Mat Jarman, senior communications manager at Transport for London, introduced this item about the road modernisation plan, specifically about the works at Elephant and Castle. London was experiencing a growth in population, which would lead to more journeys and so improvements to the road network, including safer junctions and more cycling, were needed.

In his presentation (see appendix to these minutes) he set out the changes to the northern Elephant and Castle roundabout and the key dates for the completion of the different stages, as well as other projects, which were taking place in the wider area. He advised people to check for delays on the TfL website and to avoid travelling in the morning peak hours. Mat confirmed the Elephant and Castle project was on schedule.

Responding to questions from the floor, Mat explained that on the cycle superhighways there would be raised tables, which would require cyclists to slow down and allow pedestrians to cross. Delays, including those which were caused by TfL's traffic management system, were shown on the TfL website. Buses queuing at bus stops in Borough High Street and at Elephant and Castle were a consequence of the works currently undertaken at the Elephant and Castle roundabouts. He advised that if bus drivers did not make buses keel when required, passengers should report this to TfL. From Easter 2016 to May 2018 the section of Tooley Street/Duke Street Hill between Bermondsey Street and Borough High Street would be open to westbound traffic only, as part of the London Bridge Station redevelopment. He also suggested inviting a colleague from TfL's bus section to a future meeting.

The meeting heard that residents did not like cycle lanes being referred to as cycle tracks. Space for pedestrians was sometimes very limited at the cycle superhighway construction sites, making it difficult for people with buggies or wheelchairs. Mat said that each site had a contact. For enquiries about the superhighway that ran from Elephant and Castle to Stonecutter Street via St George's Road, Lambeth Road and Blackfriars Road, people should contact:

Nula Tobin
Public Liaison Officer
CS5 Inner & North South
Mobile: 07469 414 927
E-mail: nula.tobin@cvu.co.uk

Mat said he would provide written responses to questions from the floor about:

- The closure of Tower Bridge
- Providing more seats at bus stops
- Why bus lanes could not be opened up to drivers when buses weren't using them
- Problems at the cycle superhighway site on St George's Road
- Security vans obstructing bus lanes at Elephant and Castle.

The meeting heard that residents and the council should continue to lobby the Mayor of London for the Bakerloo line extension.

Elephant and Castle Shopping Centre

Kim Humphreys, from Carville Ventures, informed the meeting about the consultation event that had taken place at the shopping centre over three days in July. Roughly 800 people had attended, with over 400 questionnaires filled in. The feedback on the proposals had been 78% positive about creating a new town centre, and 94% positive about creating public spaces that would improve pedestrian access. There had been strong support for leisure and cultural uses, restaurants and especially for a cinema. 70% of respondents had been positive about the proposed buildings, although the locations, forms and massing were not set in stone. One of the challenges highlighted by the consultation was helping current traders find retail space for the time after the shopping centre shuts.

There would be a series of workshops, plus public meetings, for example with tenants and residents associations. A further public exhibition of the proposals would take place in January 2016. The planning application was scheduled to be submitted at the end of March 2016, with works commencing in 2017.

Artur Carulla, an architect at a local practice who works for Delancey, highlighted the history of the site, the changes to the road layout, the new tube station and the new leisure centre; and how the proposals would tie in with these. There would be a new site and headquarters for the London College of Communication, which would house its collections and the Stanley Kubrick archive. There would be pedestrian routes through the site along the shop fronts and residential buildings, as well as three levels of shops, cinemas and convenience stores.

In answer to questions from the floor, the representatives from Delancey said that there would be cycle facilities and more limited car parking, primarily for disabled drivers (as demanded by policy). In terms of the Coronet Theatre, its retention was not part of the proposal, but there would be a mix of arts and cultural facilities. Delancey would work with

the current occupiers of the shopping centre, but would also try to attract new businesses to the site, including through the provision of small office suites. The plans had been drawn up with daylight and wind conditions being key considerations. This town centre would evolve over time. Deliveries and servicing would take place in the basements - below ground and off-street. The development would be accessible for disability scooters on the ground and upper floors. Delancey were working with the businesses, Southwark, Network Rail and Lendlease, to coordinate help for relocating the existing businesses when the shopping centre closed. Additional retail spaces were going to be coming on-stream.

For further information contact Kim Humphreys at kim.humphreys@carvil-ventures.co.uk or on 020 8673 9535.

Lendlease / Elephant Park

Ed Mayes and Ian Smith from Lendlease updated the meeting on the elements of the project:

- Trafalgar Place (235 residential units and one retail unit) was now almost fully occupied. There had been recent “meet your neighbours” and green events. The retail unit in Trafalgar Place is being marketed to local businesses in the next 12 months. Residents were encouraged to let local businesses know about this opportunity.
- 1 The Elephant - when finished next year, this high-rise would put Elephant and Castle on the map. The retail units were already being marketed actively.
- South Gardens, consisting of 350 residential properties, was under construction for the next nine months.
- West Grove consisting of 593 homes would also include a new civic square “Walworth Place”. The first part of this would be completed in 2017, the second in 2018.
- An energy hub was currently in planning. This would provide hot water and heating in Elephant Park and 2,000 homes outside the site, in an environmentally friendly way. The building would have a café, a community hall, and a nursery. The works would require new pipes to be laid under Heygate Street and Rodney Road. During the 9-month works Heygate Street would remain two-way, but Rodney Road would have only one lane open in some places, managed by traffic lights. This might cause delays to bus routes.

In terms of the transport element of the new development, there would be cycling, pedestrian routes and a new 24-hour public park. 45% of the footprint of the site was public space. In terms of local employment, Lendlease’s “Be on-site” charity focused on helping employing local, long-term unemployed people, who were invited to apply for jobs on the site. For further information about construction activity, or jobs in construction, office jobs or apprenticeships contact: ele-ask@lendlease.com or call 020 3600 0001. In response to questions from the floor, the meeting heard Southwark youth games and artworks were being sponsored by Lendlease, they also created new shops and other facilities for young people.

The chair thanked all the speakers for attending.

9. COMMUNITY ANNOUNCEMENTS (PART 2)

Walworth Garden

A representative from Walworth Garden invited all those interested to the “Gardening for all and harvest festival” at 206 Braganza Street on Saturday 26 September 2015 from 10:30am onwards. The festival would also include a meeting for community gardening groups to discuss practical steps to make gardening accessible to local people including those with additional needs.

Cycling Quietway

Councillor Darren Merrill, cabinet member for environment and the public realm, informed the meeting that the consultation about the cycling Quietway from Elephant & Castle to Crystal Palace was underway. There was consultation material on the council’s website. Or people could email Councillor Darren Merrill, Darren.Merrill@southwark.gov.uk or Clement Agyei-Frempong, Senior Project Engineer, Clement.Agyei-Frempong@southwark.gov.uk.

Grow Elephant

Paul McGann, from Grow Elephant, told the meeting about this new community garden and shared space on New Kent Road, which was free to join for local residents. They would be provided with free gardening materials. All that was required was volunteering for a few hours a month in the running and management of the space. Other groups were also welcome. For more information: mobilegardeners.org/growelephant

Congreve Street garden farm also had food growing groups and organic gardening, and invited everyone to join. There was training on composting, food growing and seed preservation.

Bankside Open Spaces Annual Flower and Vegetable Show was happening on Friday 18 September 2015 from 3pm-6pm in Red Cross Gardens, SE1.

10. CLEANER GREENER SAFER CHANGE OF SCOPE FOR TWO EXISTING PROJECTS; AND CLEANER GREENER SAFER LAUNCH 2015/16

Note: This is an executive function.

Councillors noted the information contained the report.

RESOLVED:

1. That the change of scope for the Betsham House play area and garden project (reference 106643), set out in paragraph 4 of the report, be approved.
2. That the partial change of scope for the Greener Draper 2015 grant project (reference 106628), set out in paragraph 5 of the report, be approved.

11. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15

Note: This is an executive function.

Councillors discussed the information contained in the report.

RESOLVED:

1. That the following schemes for the Borough, Bankside and Walworth Community Council set out in Appendix 1 of the report be approved:
 - Gladstone Street (Cathedrals ward)
 - John Ruskin Street (Newington ward)
2. That the decision on the Chaucer ward project(s) be deferred to the next meeting, to allow for further member consultation.

12. PETITIONS AND DEPUTATIONS

There were none.

13. PUBLIC QUESTION TIME

The chair asked residents to submit their public questions in writing.

The meeting discussed that responses to public questions should be made available on papers at the meetings.

The following public questions were received in writing:

1. "John Ruskin Street has always been a rat run with drivers *speeding up between the speeds humps*, taking little regard that they are driving on a residential road that includes a primary school and, where many families with young children live. In addition to this, over the last year residents have been subjected to a daily convoy of HGV skips lorries, which starts at dawn and continues throughout the day, servicing the huge developments at Nine Elms. This continuous flow of HGV skip lorries creates a thunderous noise, unabated and exaggerated by the speed humps. Apart from the safety aspect of HGV lorries hurtling down a residential road, the noise pollution has become untenable, impacting quality of life, and causing stress for local residents. *This is a residential road and urgently needs a ban on HGV's and a 20mph speed limit. What can the community council do about resolving this issue?*"
2. "Now that the building work is finished at 148-150 Old Kent Road, London SE1, who is responsible for the repair of the pavement that the builder used to run his plant and machinery up and down the turning? This was due to the hoarding placed around the site narrowing the turning [at] Stanford Place, SE17."

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Councillors considered the question they should forward to Council Assembly.

RESOLVED:

That the following question be forwarded to Council Assembly as the community council's official question.

"The community council notes the likely reduction in policing in Southwark and requests confirmation of what the council will do to mitigate the impact that the reduction in police numbers, particularly Police Community Support Officers (PCSOs), will have on this community council area."

15. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function.

The meeting heard from residents and a business concerned about item 1.6, the bus stand in Waterloo Road and a lack of consultation about this, and from a resident in Westminster Bridge Road, in front of whose home the bus stand had been previously located. Officers from TfL explained that the bus stand had been moved from Westminster Bridge Road because of overlooking into residents properties and explained the scope of the consultation. Buses at the stand were not allowed to leave their engines running while waiting, if this was happening residents should report this to TfL. The meeting heard that TfL had not responded to questions by councillors regarding alternative locations.

Councillors discussed this and the other proposals.

RESOLVED:

1. That the following non-strategic traffic and parking arrangements, detailed in the relevant appendices to the report, be approved for implementation subject to any necessary statutory procedures:
 - 1.1 Stones End Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking (see Appendix 1 to the report).
 - 1.2 America Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking (see Appendix 2 to the report).
 - 1.3 Ewer Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking, install a cycle contra-flow and raised entry table (see Appendix 3 to the report).
 - 1.4 Great Suffolk Street – install a loading ban to prevent obstructive loading (see Appendix 4 to the report).
 - 1.5 Searles Road – convert existing single yellow lines to double yellow lines to

prevent obstructive parking (see Appendix 5 to the report).

1.7 Royal Road – install two car club bays as set out in S106 as part of development on Royal Road (see Appendix 7 to the report).

1.8 Pilgrimage Street – amend hours of operation of existing loading only bay to at any time and amend the max stay period to 40 minutes (see Appendix 8 to the report).

2. That the following non-strategic traffic and parking arrangement, detailed in Appendix 6 of the report, be approved for a trial period of three months, after which it will be reconsidered by the community council:

1.6 Waterloo Road – relocate bus stand from Westminster Bridge Road to Waterloo Road to accommodate change of drivers.

16. WESTMORELAND ROAD IMPROVEMENT SCHEME

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

1. That the Westmoreland Road improvement scheme be approved to proceed to detailed design and implementation, subject to the outcome of any statutory consultation.

2. That the following minor local traffic and parking amendments in Westmoreland Road, as detailed in Appendix 1 to the report, be approved for implementation, subject to the outcome of any necessary statutory consultations and procedures:

2.1 Reduction of existing double yellow lines (west of junction with Red Lion Row) to allow for the installation of resident and paid for parking bays.

2.2 Extension of existing double yellow lines east of junction with Red Lion Row to improve sightlines resulting in the loss of one shared use parking bay.

2.3 Convert single yellow lines to double yellow lines at the junction with Red Lion Row to allow for installation of a raised table.

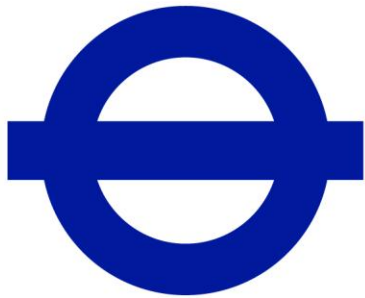
2.4 Extension of existing double yellow lines around the junction of Westmoreland Road and Horsley Street junction to improve visibility and enable vehicle turning movements.

2.5 Removal of two shared used parking bays outside No. 11 Westmoreland Road to enable the provision of a loading bay.

Meeting ended at 10.20 pm

CHAIR:

DATED:



**TRANSPORT
FOR LONDON**

EVERY JOURNEY MATTERS

TfL's Road Modernisation Plan Elephant and Castle Improvement works

Matthew Jarman, Senior Communications Manager, TfL



Contents

- Road Modernisation Plan (RMP)
- The Mayor's Vision for cycling
- Elephant and Castle Improvement works
- Other projects in the area
- Overview of all works
- Traffic impact maps
- How it is being managed?
- Contact us

Context

- Population growth in London
- More forecast journeys
- Safer and better junctions
- An increase in cycling
- Mayor's Vision for cycling
 - Safer streets for the bike
 - More people travelling by bike
 - Better places for everyone



Road Modernisation Plan

- Deliver safer, greener and more attractive road networks and dramatic improvements for cyclists and pedestrians
- Our vision to keep London moving:
 - £4 billion
 - Largest amount in a generation
 - 100's of projects
 - A coordinated response to the way London is changing and growing

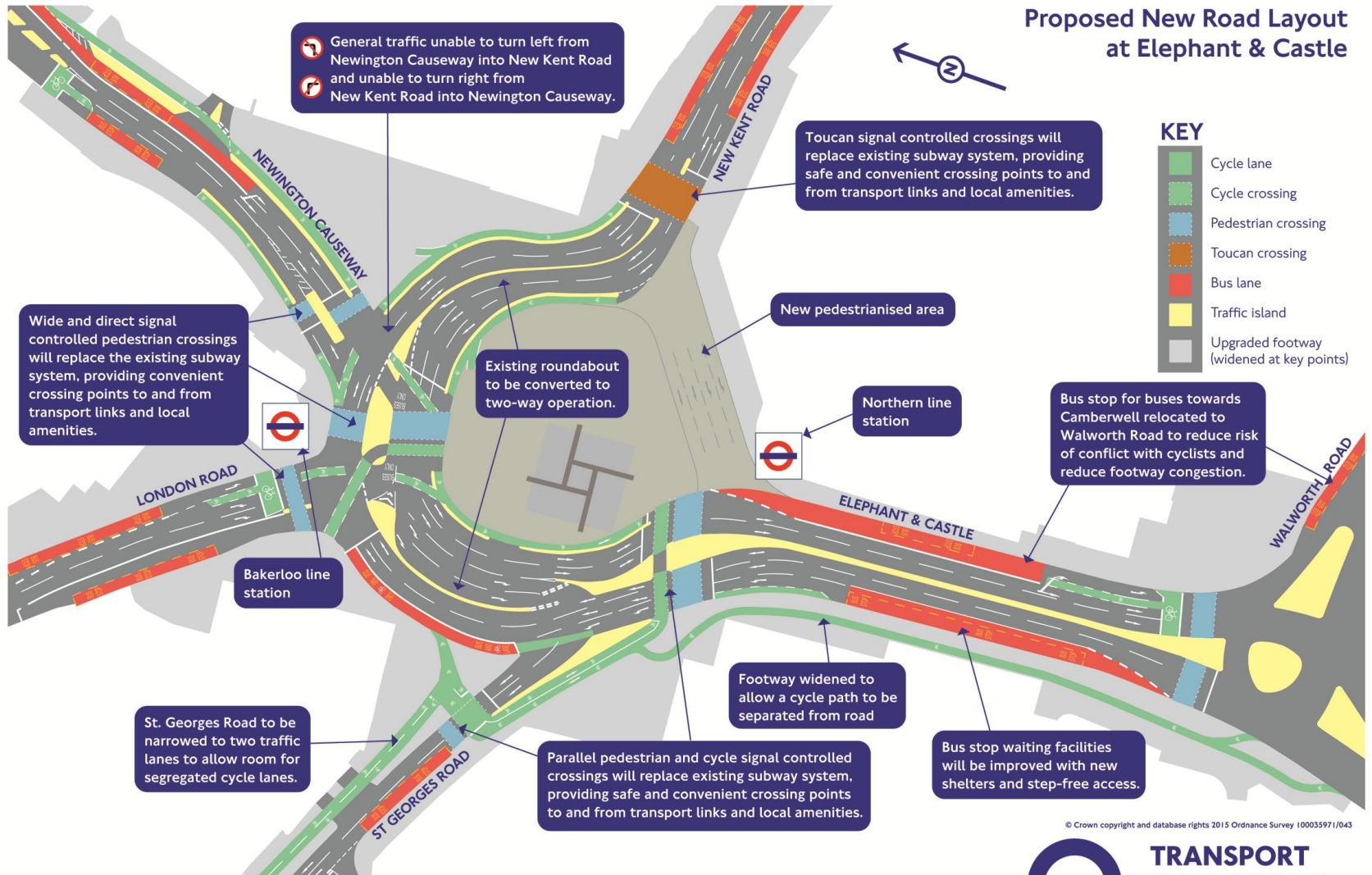


Elephant and Castle Improvement works

- The northern roundabout is being changed to make the area safer for cyclists and other road users.
- We will:
 - Provide two-way traffic system
 - Provide segregated cycle lanes
 - Separate cyclists from turning motor traffic, and from buses at most bus stops
 - Provide direct pedestrian crossings and remove the subways



Scheme map



7

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Artist's impression



Key Dates – construction schedule

Milestone	Date
Resurfacing works at night completed	Completed this month
Subway closes at New Kent Road	Planned late October 2015
Subway closes at Elephant and Castle link road	Planned late November / early December 2015
Major traffic switch – gyratory switched to two way traffic	December 2015
Works completed	Summer 2016

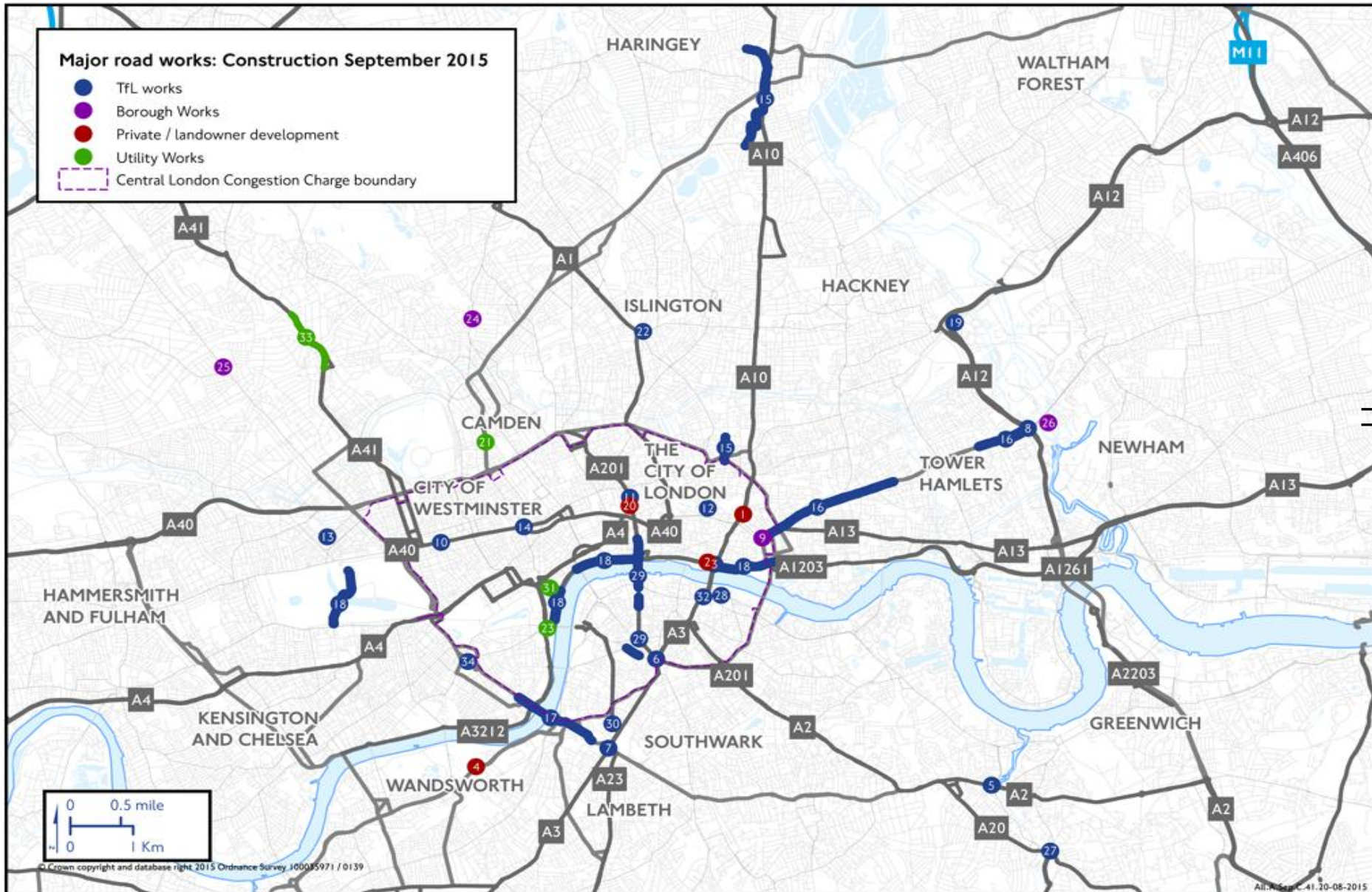
Locations and dates may change throughout the build.
Subject to approval by the relevant highway authorities.

Other projects in the area

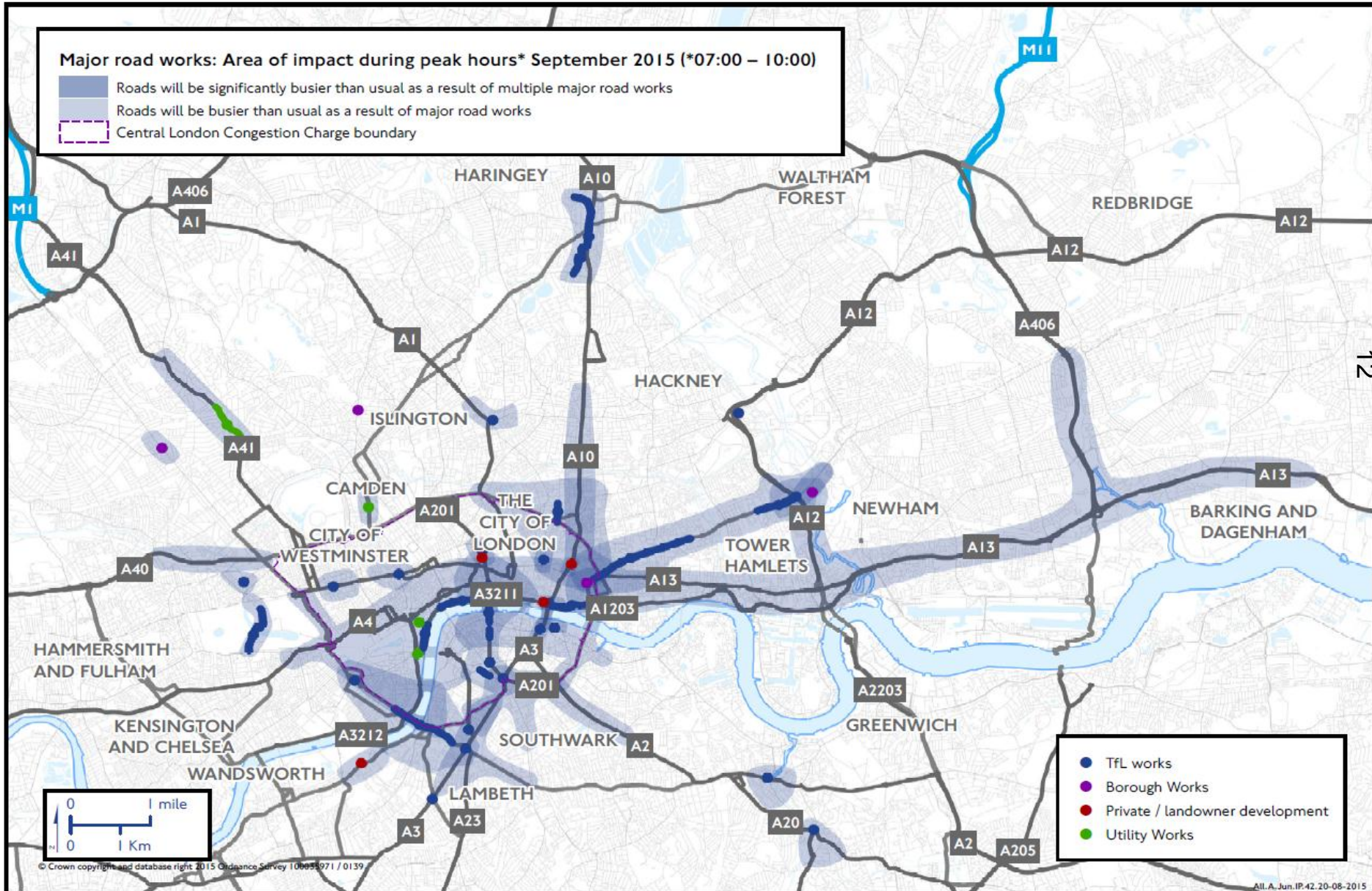
- North South Cycle Superhighway
 - Southern end finished early October
- Oval triangle
 - Work will finish in early 2016
- Cycle Superhighway 5 (Oval to Pimlico)
 - Work will finish in autumn 2015
- Stockwell Cross
 - Works begin October 2015
 - Works planned to finish in summer 2016



London is changing and growing



Traffic impacts of all works







Traffic impacts of all works

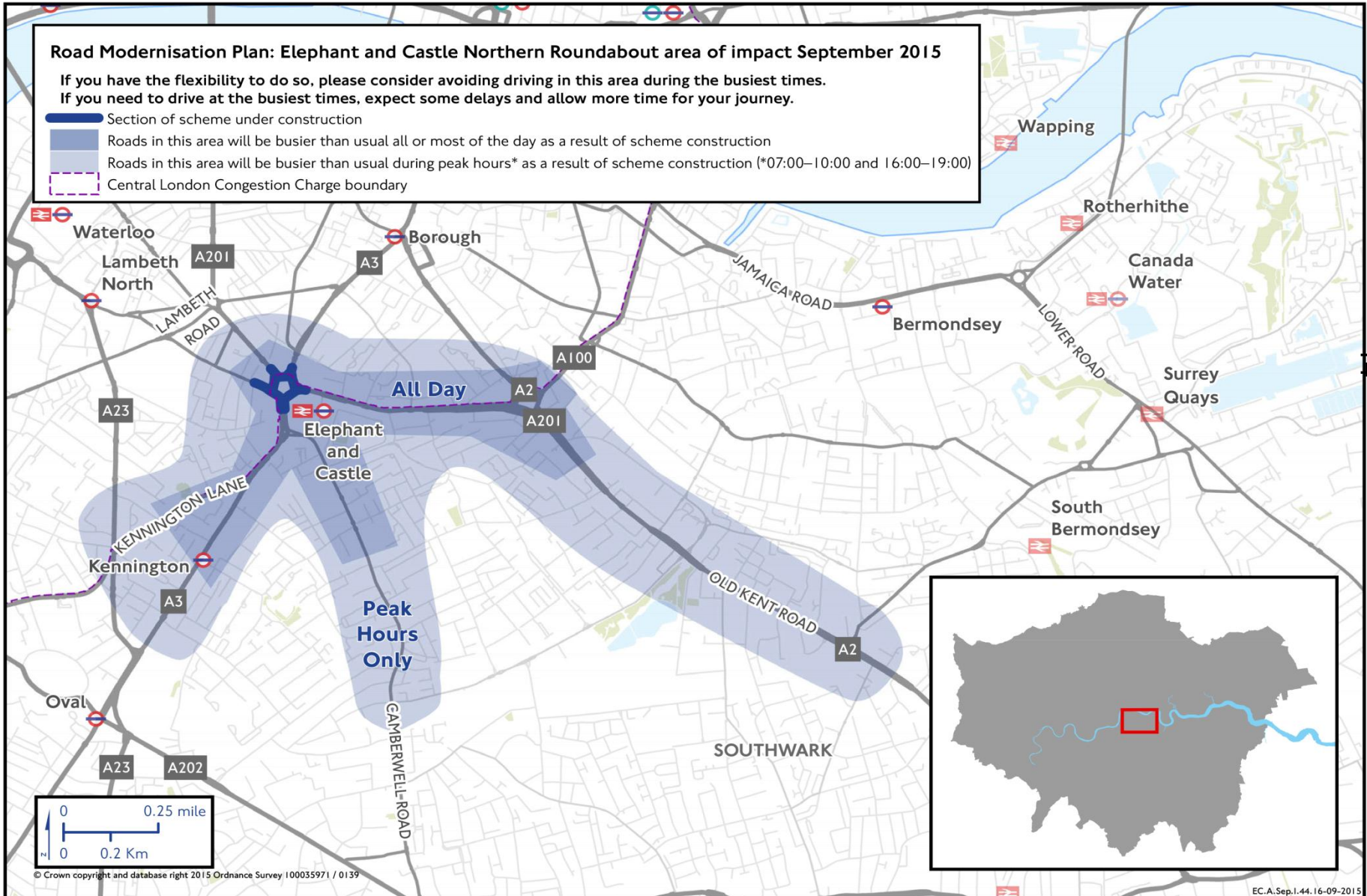
Red Route Corridor	Location	Anticipated minutes of additional AM peak delay during September *
Central London Red Routes	A201 Elephant & Castle to Blackfriars Bridge	5
	A201 Blackfriars Bridge to Elephant & Castle	0-5
	A3211 Tower Hill to Westminster Bridge	5-10
	A3211 Westminster Bridge to Tower Hill	0-5
	Kennington Lane to Vauxhall Bridge Road	0-5
	A3212 Chelsea Embankment to Millbank	5-10
A1		No additional delays
A10	A10 Dalston to Shoreditch	5-10
A12	A11 Bow Roundabout to Aldgate East	20-25
A13	A13 Newham Way to Limehouse Link	10-15
	A1203 Limehouse Link to Tower Hill	20
	A13 Commercial Road westbound	5-10
A2	A2 Old Kent Road to New Kent Road	5-10
A20	A202 Camberwell New Road to Vauxhall	5-10
A21		No additional delays
A23	A23 Brixton Road to Kennington Road	5-10
A24	A3 Clapham High Street to Elephant & Castle	15-20
A3	A3205 Battersea Park Road to Vauxhall	5-10
A312		No additional delays
A316		No additional delays
A4	Heathrow Airport to Earls Court (via M4)	0-5
A40	White City to Marylebone Road (via Westway)	10
A41	A41 Swiss Cottage to Baker Street	0-5
Blackwall Tunnel		No additional delays
North Circular	A406 Redbridge to Beckton Roundabout	5-10
South Circular		No additional delays
* average difference compared to Sep 2014, during the 07:00 – 10:00 AM peak		

Traffic impacts for Elephant and Castle

Road Modernisation Plan: Elephant and Castle Northern Roundabout area of impact September 2015

If you have the flexibility to do so, please consider avoiding driving in this area during the busiest times.
If you need to drive at the busiest times, expect some delays and allow more time for your journey.

-  Section of scheme under construction
-  Roads in this area will be busier than usual all or most of the day as a result of scheme construction
-  Roads in this area will be busier than usual during peak hours* as a result of scheme construction (*07:00–10:00 and 16:00–19:00)
-  Central London Congestion Charge boundary



Managing the impacts

- Coordinating construction plans and traffic management
- Real-time control of traffic signals
- We continually monitor the network and our 24/7 traffic control centre keeps the whole city moving
- It can result in traffic flows changing in places
- Journeys on some key roads may also change
- Businesses making or receiving deliveries should consider if these could take place outside the morning peak

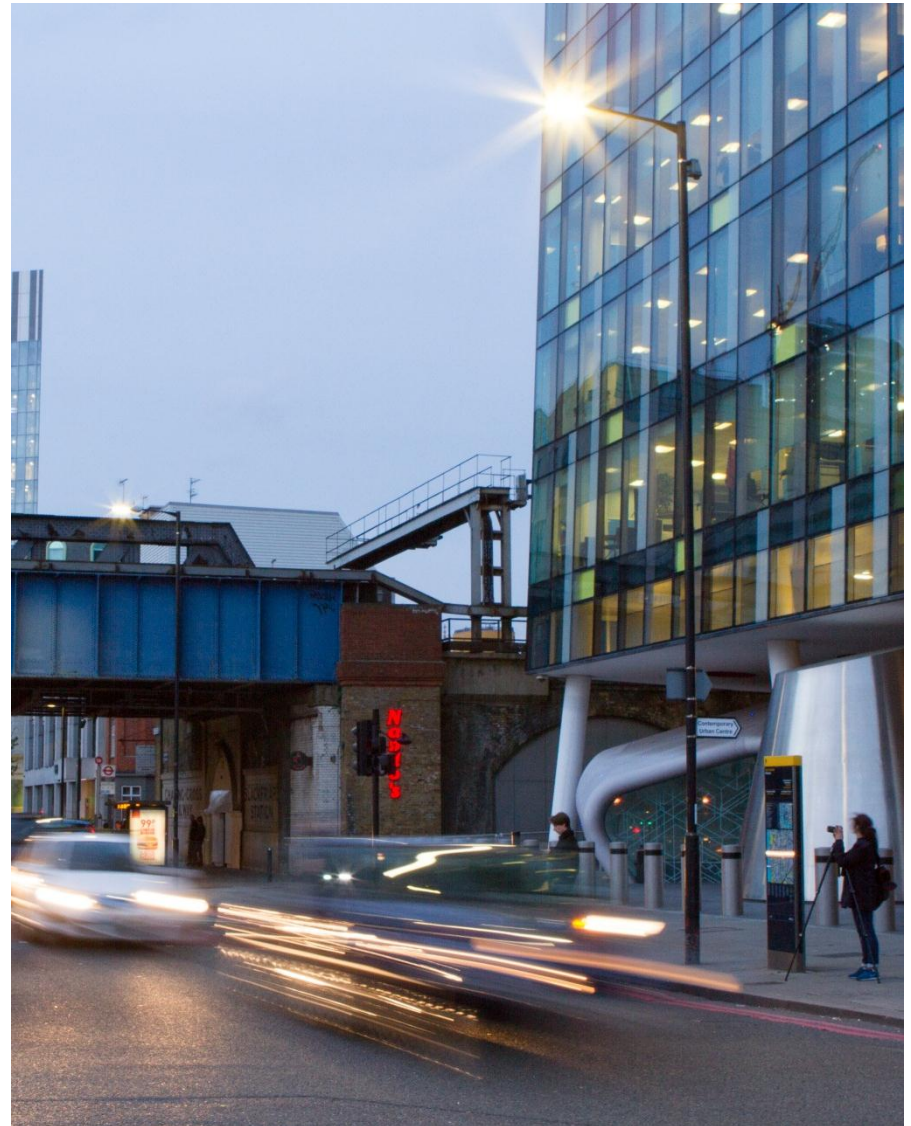


Photo courtesy: Ross Willsher, Morley College

How is it being managed?

- We have committed to delivering a “London 2012 Games- style” information campaign.
 - provides detailed information about the impacts of the works
 - advises people about how to plan their travel and avoid disruption
- New schedules on 26 routes through the corridor
 - Allows additional time for each route
 - Makes routes more reliable
- Unforeseen events can cause severe delays

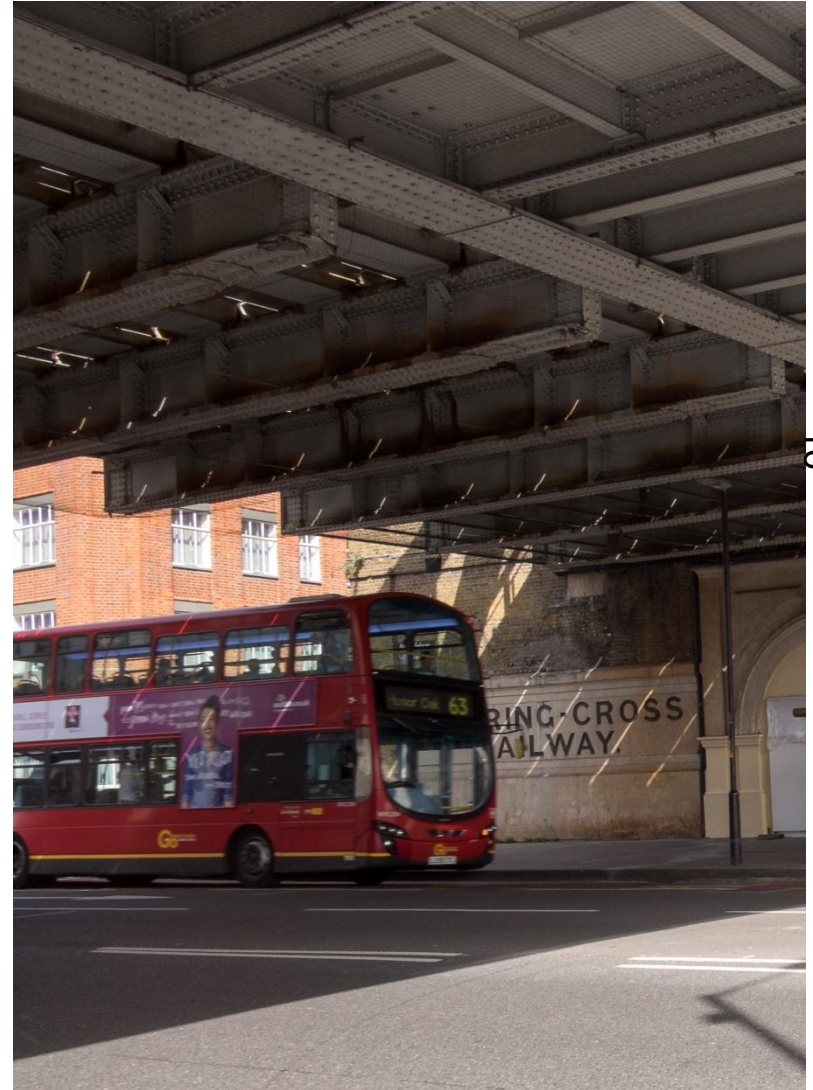


Photo courtesy: Barbara Hedge, Morley College

Further information and contacts

Transport for London

To contact TfL, call **0343 222 1234**

or visit **tfl.gov.uk/contact**

For more information about the scheme, visit

tfl.gov.uk/elephant

For the latest traffic information, please visit

tfl.gov.uk/trafficnews or follow **@tfltrafficnews** on Twitter

Ringway Jacobs

For enquiries related to construction:

Glenn Tobin, Public Liaison Officer

Mobile: 07977167012

E-mail: plo@ringwayjacobs.com