

# Borough, Bankside and Walworth Community Council

Wednesday 16 September 2015

7.00 pm

Walworth Methodist Church, 54 Camberwell Road, London SE5 0EW

THEME: Local Transport and Spaces

Stalls by: Transport for London, Delancey, LendLease, Cleaner Greener Safer  
Team

## Membership

Councillor Martin Seaton (Chair)  
Councillor Eleanor Kerslake (Vice-Chair)  
Councillor Maisie Anderson  
Councillor Neil Coyle  
Councillor Helen Dennis  
Councillor Karl Eastham  
Councillor Paul Fleming  
Councillor Dan Garfield

Councillor Lorraine Lauder MBE  
Councillor Maria Linforth-Hall  
Councillor Rebecca Lury  
Councillor Vijay Luthra  
Councillor Darren Merrill  
Councillor Adele Morris  
Councillor David Noakes

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 8 September 2015



## Order of Business

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

Item No.	Title	Time
3.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES</b> (Pages 1 - 10)	
	The minutes of the meetings held on 15 July 2015 to be agreed as a correct record of the meeting.	
6.	<b>YOUNG PEOPLE'S SLOT</b>	7.05pm
	<ul style="list-style-type: none"> <li>• Borough, Bankside and Walworth Youth Community Council</li> <li>• East Walworth Football Warriors</li> </ul>	
7.	<b>ADDRESS BY NEIL COYLE MP</b>	7.15pm
8.	<b>LOCAL TRANSPORT AND SPACES</b>	7.25pm
	<ul style="list-style-type: none"> <li>• Val Shawcross, AM</li> <li>• Mat Jarman / Melissa Creber, TfL</li> <li>• Kim Humphreys, Carvil Ventures Limited/Delancey</li> <li>• Ed Mayes/Iain Smith, Lendlease</li> </ul>	
9.	<b>COMMUNITY ANNOUNCEMENTS</b>	8.25pm
	<ul style="list-style-type: none"> <li>• Inspector Martin Nicholson, Metropolitan Police</li> <li>• Launch of the Elephant &amp; Castle to Crystal Palace - Cycle Quietway (QW7)</li> </ul>	
10.	<b>CLEANER GREENER SAFER CHANGE OF SCOPE FOR TWO EXISTING PROJECTS; AND CLEANER GREENER SAFER LAUNCH 2015/16</b> (Pages 11 - 14)	8.30pm

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

Councillors to consider the information contained in the report.

Item No.	Title	Time
11.	<b>COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15</b> (Pages 15 - 19)	8.40pm
	<p><b>NOTE:</b> This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	
12.	<b>PETITIONS AND DEPUTATIONS</b>	8.45pm
	<p>The chair to advise on any deputations or petitions received.</p>	
13.	<b>PUBLIC QUESTION TIME</b> (Pages 20 - 24)	8.50pm
	<p>This is an opportunity for public questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.</p> <p>Responses may be supplied in writing following the meeting.</p>	
14.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.00pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>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.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 25 November 2015.</p>	
15.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b> (Pages 25 - 42)	9.10pm
	<p><b>NOTE:</b> This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	

<b>Item No.</b>	<b>Title</b>	<b>Time</b>
<b>16.</b>	<b>WESTMORELAND ROAD IMPROVEMENT SCHEME</b> (Pages 43 - 52)	9.20pm

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

Councillors to consider the information contained in the report.

Date: Tuesday 8 September 2015

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

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**CONTACT:** Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: [gerald.gohler@southwark.gov.uk](mailto:gerald.gohler@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESS TO INFORMATION**

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### **ACCESSIBLE MEETINGS**

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

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

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

### **DEPUTATIONS**

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

**For a large print copy of this pack,  
please telephone 020 7525 7420.**



## **BOROUGH, BANKSIDE AND WALWORTH COMMUNITY COUNCIL**

MINUTES of the Borough, Bankside and Walworth Community Council held on Wednesday 15 July 2015 at 7.00 pm at Amigo Hall, St George's Cathedral, Lambeth Road SE1 7HY (intersection with St George's Road)

**PRESENT:** Councillor Martin Seaton (Chair)  
 Councillor Eleanor Kerlake (Vice-Chair)  
 Councillor Maisie Anderson  
 Councillor Helen Dennis  
 Councillor Karl Eastham  
 Councillor Dan Garfield  
 Councillor Lorraine Lauder MBE  
 Councillor Maria Linforth-Hall  
 Councillor Vijay Luthra  
 Councillor Darren Merrill  
 Councillor David Noakes

**OFFICER SUPPORT:** Eamon Doran (Group Manager - Road Safety & Community Projects)  
 Jack Ricketts (Planning Officer)  
 Richard Wells (Principal Network Development 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 Neil Coyle and Adele Morris; and for lateness from Councillors Maisie Anderson and Darren Merrill.

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

There were none.

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

The chair announced that there would be an additional item (6A): Martyn Craddock from the United St Saviour's Charity would address the meeting.

The chair also drew people's attention to the following stalls: NHS Commissioning about changes to GP services; Lendlease – Elephant and Castle redevelopment; Delancey (Representatives from Elephant and Castle Shopping centre); and the following stalls related to the theme of the meeting: Bermondsey Street Festival, Unicorn Theatre and Living Walworth Day.

The chair also made the following announcement:

##### **Quietways**

The council was working on a Quietway cycle route from Elephant & Castle to Crystal Palace. Quietways were a network of bike routes for less confident cyclists using low-traffic back streets. The routes were not just for current cyclists, but were for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. The route traversed Falmouth Road - New Kent Road - Rodney Place - Rodney Road - Content Street - Brandon Street - Portland Road into Burgess Park. The proposals would improve safety conditions for all road users, and formal consultation for the route would commence from September 2015. For further information, residents could contact [Clement.Agyei-frempong@southwark.gov.uk](mailto:Clement.Agyei-frempong@southwark.gov.uk)

##### **11,000 new council homes**

The council wanted to highlight the opportunity to get involved in this important consultation. Feedback would help the council identify the most important design features, community facilities and amenities that residents wanted to see around these homes, such as improved lighting, green spaces and access to local shops.

This information would contribute to the review of the council's design values and design standards which would inform the development of new council homes. Residents could contribute by completing the design and neighbourhoods survey online via [www.southwark.gov.uk/11000homes](http://www.southwark.gov.uk/11000homes), or by joining officers at a range of festivals, events and libraries this July and August, such as Bermondsey Carnival, the Eid festival, the Elephant and the Nun. Check [www.southwark.gov.uk/11000homes](http://www.southwark.gov.uk/11000homes) for details.

#### 5. MINUTES

Councillors considered the draft minutes circulated in the agenda pack.

##### **RESOLVED:**

That the minutes of the meetings held on 17 March 2015 and 9 April 2015 be agreed as a correct record and signed by the chair.

## **6. YOUTH COMMUNITY COUNCIL**

Three representatives from the youth community council spoke about their activities hub, which had seen a high turn out. They had also taken part in a consultation by Notting Hill Housing Association about the regeneration of Elephant and Castle, and given their views regarding facilities for young people. They were taking part in a film-making project about the history of Elephant and Castle, for which they were looking for interviewees.

Nuala Riddell Morales, from Carnival del Pueblo, introduced a salsa dance performance.

### **6A. OLDER PERSONS' SLOT**

Martyn Craddock, from United St Saviours Charity, addressed the meeting to relay the concerns of residents of Hopton's alms houses in Hopton Street, SE1. He explained that they were frequent users of public buses which stopped in both directions at the two bus stops located in the Southwark Street tunnel underneath the large railway bridge close to Blackfriars Bridge. These were subject to very strong gusts of wind through the tunnel, and there was nowhere to sit, rest and shelter. He called on the community council to fund these measures from Section 106 monies, or to lobby Transport for London (TfL) to put these in place.

The chair informed the meeting, that this project may be one members may want to add to the list of new project proposed under item 12 – community infrastructure project list.

Members discussed that it was TfL, who were responsible for these bus stops, and that they would raise the issue with TfL and with the cabinet member responsible.

## **7. COUNCILLOR NEIL COYLE TO ADDRESS THE MEETING**

This item was deferred, as Councillor Coyle had given his apologies.

## **8. SOUTHWARK MEDIATION SERVICE**

David Walker, co-ordinator at the Southwark Mediation Centre, informed the meeting that the organisation was one of the oldest community mediation centres in the UK and also had many links overseas. They had recently received funding from United St Saviour's to train 16 local people to be mediators. The project was focussed on the SE16 and SE1 areas and parts of SE17. The mediators worked on neighbourhood disputes, restorative justice, on preventative measures after attacks and homicides, and also dealt with workplace disputes. The organisation would also be featured on ITV in October, and its youth mediators had won several awards.

Responding to questions, David said that their 5-day mediation course was fully accredited and would require 16 people to run. It would be tailored around the availability of those taking part. Most mediators worked daytimes, but some also had sessions in the evenings and on weekends.

The chair urged people to take a leaflet and to distribute the information about the



mediation service through their networks. He invited David Walker to come back to a future meeting to feed back on how many people had gone through the accreditation process.

## 9. SUMMER ACTIVITIES IN YOUR LOCAL PARKS AND AREA

The chair introduced this overview of the events taking place during the summer in the community council area.

### **Elephant and the Nun festival**

Lis Ssenjovu from Southwark Events and Leanne Pero from the Movement Factory informed people about the Elephant and the Nun festival in Burgess Park on 15 August 2015 from 12noon to 8pm. They were still looking for performers and people who wanted to run dance workshops on one stage. A second stage would feature performances by “global and local” bands. There would also be jumble sale stalls for people to raise money for their charity, and a choir and youth theatre project (for 14 to 19-year-olds). There was an opportunity for community groups to have information stalls. For more information see: <http://www.southwark.gov.uk/elephantandnun/>

### **Carnival del Pueblo**

Nuala Riddell Morales said the organisation had been founded in the late 1990s. It celebrated the cultures of 19 different Latin American countries, and had intergenerational projects. They work with universities, in partnership with other organisations and were organising a series of “Plaza Latina” summer fun events on 1 August, 8 August and 15 August in Nursery Row Park with arts and craft, food and culture. For more information see: <http://www.plazalatina.co.uk/>

### **Unicorn Theatre**

Sally Pembroke said that the theatre was hosting an urban arts week for young people from 11 to 17 years old from local estates, from 27-31 July, which would include activities like street dance, spoken word, drama and writing run by professional artists. On the last day, the young people would perform the show they had written at the theatre. The activities were free, only some lunch money was needed. There would be a fun palace in the first week of October, which was a fun art and science family days, and Sally said she was looking for ideas of what people wanted to see as part of this. The theatre itself celebrated its 10<sup>th</sup> birthday on Tooley Street this year and there would be free shows and workshops to celebrate. For more information see: <https://www.unicorntheatre.com/>

### **Mint Street Music Festival**

Jackie Colchester said that the Mint Street Music Festival would be taking place on Saturday 18 July from noon until 7pm. It would feature Latin music, rock, Afrobeats, local groups and a performance by different choirs. There would also be workshops for all ages, food stalls and craft fares. She invited people to attend and to volunteer at the event. For more information see: <https://mintstreetmusicfestival.wordpress.com/>

### **Millwall Community Trust**

Gary from the trust informed the meeting that the organisation was involved in engaging with young people and developing new talent. Training sessions (for both boys and girls 12 to 18 years) were being held every Friday from 8pm to 9pm at Tabard Gardens football pitch. Participants could also take part in tournaments and coaching sessions. All the activities

were supported by the Football Association. There was also a girls only summer soccer school.

### **Living Walworth**

Jeremy Leach reported back on an event which had taken place in Liverpool Grove in May and had celebrated the culture and cultural heritage of the Walworth area and had been supported by Cleaner Greener Safer funding from the community council.

At present the organisation was focussed on preserving the architectural heritage of the area, getting Walworth Road designated as a conservation area, and working on projects including Manor Place Terrace and trying to protect local pubs like the Elephant and Castle pub and the Thomas A'Beckett.

The chair encouraged people to join the Walworth Society, and thanked all the speakers for attending.

The meeting took a break from 8.35pm to 8.50pm to give attendees another chance to look at the displays.

## **10. COMMUNITY ANNOUNCEMENTS**

### **Changes to GP appointments**

Harprit Lally (NHS Southeast Commissioning Support Group) outlined the £2m changes to improve GP services. Two clinics, Bermondsey Spa (close to Bermondsey Underground station) and the Lister Clinic (in Peckham) would be open seven days a week from 8am to 8pm. They would take referrals from SELDOC out of hours service and GP surgeries where people found it difficult to get appointments. Residents should initially make contact with their GP to get an appointment, and would then be referred on if there was none available. Patients with complex needs or mobility issues, would not be referred, but would continue to be seen at their local practice. Another change introduced at participating pharmacies was "Pharmacies first": patients, who were eligible for free prescriptions, could fill repeat prescriptions, there without having to go to a GP first.

In response to questions from the floor, Harpit said that pharmacies in GPs practices had a smaller remit than those on the High Street and would be dealing primarily with high blood pressure and other long-term conditions. Because of budget constraints, not all GP practices could open 8am-8pm, 7 days a week, which is why the two clinics had been chosen to provide this service. Appointments offered at the two centres should free up appointments at local GP surgeries for those who needed them. Feedback from users of the two clinics would be gathered.

The chair asked for this topic to be brought back to a future meeting.

### **Burgess Park BMX Project**

Nicholas from the project informed the meeting that, over the summer holidays the project would provide free BMX bike-use at the track to young people, if they turn up three times. In response to a question from the floor, Nicholas said that Southwark council was doing the interfacing with schools about this project.

There would also be a pop-up shop from 10 August in front of Peckham library which would have space for community groups to run their activities.

## 11. PETITIONS AND DEPUTATIONS

There were none.

## 12. COMMUNITY INFRASTRUCTURE PROJECT LIST - UPDATES ON PROJECTS AND REFRESH

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

Councillors considered the information presented in the report including the updated project list, and sought clarification from officers regarding adding the “bus shelter” project discussed under item 6A to the list of projects proposed.

### RESOLVED:

1. That the funded schemes be noted.
2. That the Community Infrastructure Project List (CIPL) for this community council be updated as set out in Appendix 2 of the report, and that an additional project regarding the provision of bus shelters and seats at the two bus stops located in the Southwark Street tunnel underneath the large railway bridge close to Blackfriars Bridge, be added to the list.
3. That this list replaces the previous CIPL agreed in 2013/2014.

## 13. PUBLIC QUESTION TIME

The chair took the following questions from the floor:

1. Walworth Road, the council bins on it and its pavements are dirty. Wheelie bins are in the street. Why is this?

Councillor Darren Merrill responded that officers were currently looking into improving the cleanliness of Walworth Road and reports would be forthcoming on this soon. He would bring this issue back to a future community council.

2. How can the community council help encourage and support the participation of people with additional needs, particularly additional learning needs, in local community gardening groups?
3. Are the Walworth Society working with other local societies, for example in Camberwell or Lambeth?
4. Why are the traffic lights on Borough High Street at Union and Newcomen Street taking so long to change. The 343 had to wait about a minute and then only had 12 seconds to cross the lights before they changed again, even though no cars came out two side turnings. The bus driver said this was normal.

The following public questions were submitted in writing:

5. Would the chair of the community council please advise on what steps the council is taking to bring to the attention of all relevant authorities the unacceptable level of aircraft noise over the community council area, and to promote means of mitigating this detriment to local well-being?
6. How many reference books were on display in the old reference library at Newington and how many will be in the new library? How many lending books will there be compared to Dulwich, Peckham and Canada Water libraries?
7. There is virtually no footway remaining on Elephant Road between Elephant and Castle station and the New Kent Road. At present the pavement is invariably parked on by cars and so people have to often walk in the road. What steps can be taken to enforce parking regulations, so that the pavement is clear for people to walk along?
8. "The crossroad and traffic light at Borough market near Guy's Hospital has no light for pedestrians. When is there going to be a crossing in conjunction with the road between Borough market and Guy's hospital to make it safer for pedestrians to cross?"
9. I have been attending community councils for a few years now, today's meeting is the first where the police have not been present. Their absence has not been discussed with attendees. Is this going to be the norm or could this be just an omission?
10. What is the community council doing about the dwindling number of attendees to meetings?

The chair reminded people that responses to the questions would be given in writing at the next meeting.

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

The chair informed the meeting that the next ordinary Council Assembly meeting would not be until 25 November 2015, and that there would be another community council meeting prior to this.

Councillors said that there would be a Leader's question time event in October. If people had a question they wanted to ask the leader they could submit these to their local councillors.

#### **RESOLVED:**

That this item be deferred to the next community council meeting on 16 September 2015.

**15. LOCAL PARKING AMENDMENTS: PROVISION OF CAR CLUB BAYS ON RODNEY ROAD**

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

Councillors considered the information contained in the report.

**RESOLVED:**

That the parking amendments on Rodney Road, shown on the plan in Appendix A of the report, be approved for implementation, subject to the outcome of any necessary statutory consultation procedures.

**16. PARKING SPACES AND PROHIBITION OF DRIVING ON PRICES STREET**

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

Councillors considered the information contained in the report, and commented that the consultation response report had not come out right in the printed version of the agenda packs. The proposal itself would result in a loss of one parking bay and was one of many proposals to pedestrianise streets in the area – this could cause concern among some residents.

Richard Wells, principal network development engineer, explained that the proposal had come from transport officers in conjunction with planning officers, as part of the Hilton Hotel planning application.

**RESOLVED:**

That the following non-strategic traffic and parking arrangements, detailed in Appendix 3 of the report, be approved for implementation subject to any necessary statutory procedures:

**Prices Street**

- prohibition of driving within the area of highway to become pedestrianised
- removal of three pay and display bays and one permit holders only bay
- removal of existing waiting restrictions (single and double yellow lines) within the area of highways to become pedestrianised
- addition of new double yellow lines along the western end of Prices Street to ensure access to the existing disabled bays is maintained

**Great Suffolk Street**

- extend the length of existing double yellow lines along the western side of Great Suffolk Street

**17. SUMNER STREET - PROHIBITION OF MOTOR VEHICLES, REVISIONS TO PARKING PLACES AND WAITING RESTRICTIONS**

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

Councillors considered the information contained in the report, and made the following comments:

- There was general support for the changes, which was phase two of the opening up and pedestrianisation of the south side of the Tate Modern. This was aimed at bringing visitors further south into the borough.
- Some residents may have concerns about pedestrianising another street in the area.

Officers explained that they had made comments on the 185 Park Street site from a highways perspective, as part of the planning application process for that site.

#### **RESOLVED:**

That the following non-strategic traffic and parking arrangements, detailed in Appendix 3 of the report, be approved for implementation subject to any necessary statutory procedures:

#### **Sumner Street**

- Prohibition of motor vehicles between the junction of Holland Street to the western extent of the LSE building (access will be maintained for cyclists as well as pedestrians)
- Road to be made one-way from junction of Holland Street southbound to the junction of Southwark Street (except cycles)
- Relocation of two pay and display bays and removal of one pay & display bay

#### **Park Street**

- Removal of 6 no. pay & display parking bays – to be relocated nearby

#### **Holland Street**

- Road to be made one-way eastbound from Castle Yard towards Sumner Street (except cycles)
- Provision of 3 new Pay & Display parking spaces (relocated from Park Street)
- Provision of 3 new speed humps

#### **Great Guildford Street**

- Provision of 3 new Pay & Display parking spaces (relocated from Park Street)

### **18. SECURE CYCLE PARKING (BIKE HANGARS)**

Councillors considered the information contained in the report.

In response to questions from councillors, Eamon Doran, group manager - road safety & community projects, said that of the 67 consultation documents sent out in Horsley Street, only three had come back, but that officers hoped the statutory consultation would create more interest. If the consultation about Sutherland Square showed a majority for an alternative location, the proposed location of the hangar would be moved.

**RESOLVED:**

That the following comments be fed back to the cabinet member for environment and the public realm:

- The proposals were welcome and requested by residents. More cycle parking was needed.
- The number of responses received for the Horsley Street option was very small, which may indicate that this is not a popular location, and the hangar may be better located in a different street.
- There are some concerns about the Sutherland Square location. More consultation is needed. Other locations suggested by residents should be considered.
- It should be considered that there will be a lot of demand for cycle parking from the new residents of the redeveloped Aylesbury and that this development is probably just outside the consultation area used by officers.

**19. EAST CAMBERWELL (EC) PARKING ZONE REVIEW**

Councillors considered the information contained in the report.

**RESOLVED:**

That Borough, Bankside and Walworth Community Council endorses the recommendations of no changes, made in the report.

**20. ANY OTHER BUSINESS**

In response to question from the floor, councillors explained the dual purpose of community council meetings which consisted of a town hall style section, which was mostly for information, and another section of formal council business.

The council heard a suggestion to have the individual agenda items displayed on the screen, as the meeting progresses.

The chair thanked everyone for attending and informed people that the date of the next meeting was on Wednesday 16 September 2015.

Meeting ended at 9.45 pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 10.	<b>Classification:</b> Open	<b>Date:</b> 16 September 2015	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Cleaner Greener Safer: change of scope for existing projects	
<b>Ward(s) or groups affected:</b>		Chaucer, Newington	
<b>From:</b>		Public Realm Programme Manager	

### RECOMMENDATIONS

1. That Borough, Bankside and Walworth Community Council approve the change of scope for Betsham House play area and garden project reference [106643].
2. That Borough, Bankside and Walworth Community Council approve the partial change of scope for Greener Draper 2015 grant project reference [106628].

### BACKGROUND INFORMATION

3. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2014 £8.07m has been made available to local residents in Borough, Bankside and Walworth Community Council area to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

### KEY ISSUES FOR CONSIDERATION

4. It is recommended that a change of scope for Betsham House play area and garden project reference [106643] be approved. The tenants' and residents' association (TRA) (applicant) has carried out further consultation about creating a new play area at Betsham House and this is opposed by some residents living there. The TRA has considered these objections and also complaints about local anti-social behaviour received from residents living at Mermaid Court. The garden at Mermaid Court looks neglected and the TRA would like a change of scope to spend the cgs award on a landscaping project at Mermaid Court. Any remaining funds could be spent on upgrading the play area at Balin/Brenley.
5. It is recommended that a partial change of scope for Greener Draper 2015 grant project reference [106628] be approved. Following approval of the grant, the Draper House Tenants and Residents Association was informed that S106 monies will be available to fund some of the grant proposals. The Greener Draper group has requested that a shed is bought with remaining CGS grant funding.



### **Policy implications**

6. None.

### **Community impact statement**

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

### **Resource implications**

12. CGS funding is devolved to community councils to spend on suitable projects.
13. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.

14. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to Community Council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
15. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
16. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

### **Consultation**

17. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

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

#### **Director of Legal Services**

18. The allocation of the Cleaner Greener Safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
19. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the leader.
20. This report is recommending that the Borough, Bankside and Walworth Community Council approve the change of scope of two approved schemes as noted in paras 4 and 5. The power for this function is derived from Part 3H paragraph 11 of the Constitution which states that community councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".
21. The cabinet member for transport environment and recycling approved the funding for the 2015/2016 programme in September 2014 by exercising his powers under Part 3D paragraph 2 of the constitution; and the community council approval being sought here is therefore the next constitutional step in the process.
22. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
23. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the community impact statement.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Borough, Bankside and Walworth Community Council Meeting held on Saturday 7 February 2015, Minutes item 15 <a href="http://modern.gov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&amp;MId=4819&amp;Ver=4">http://modern.gov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&amp;MId=4819&amp;Ver=4</a>	Environment and Leisure / Public Realm Projects 160 Tooley Street	Andrea Allen 020 7525 0860

**APPENDICES**

<b>No.</b>	<b>Title</b>
None.	

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Andrea Allen Senior Project Manager, Public Realm Projects	
<b>Version</b>	Final	
<b>Dated</b>	2 September 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	No	
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	3 September 2015	

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 16 September 2015	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Community Council Highways Capital Investment 2014/15	
<b>Ward(s) or groups affected</b>		All in the Community Council areas	
<b>From:</b>		Public Realm Programme Manager	

### RECOMMENDATION

1. To agree the funding of the proposed schemes for the Borough, Bankside and Walworth Community Council, proposed by ward members and set out in Appendix 1; or to agree alternative schemes subject to officer investigation and feasibility.

### BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council's reactive maintenance programme.
3. The council's non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011/12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in Highways Capital Investment Programme 2014/15 dated 12 December 2013 (Appendix 4) and also found at:

<http://modern.gov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>

6. Borough, Bankside and Walworth Community Council is allocated £190,475 in 2014/15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. The funding for 2014/15 is yet to be allocated and has been carried forward to this year for spend. Previously decision on this item has been deferred. This report contains previous recommendation of ward members and additional proposals from Cathedrals ward members.

### KEY ISSUES FOR CONSIDERATION

7. The overall budget available to the Borough, Bankside and Walworth Community Council is £216,094 (£190,475 for 2014/15 plus £38,952 carried over from 2013/14, minus implementation fees £13,333) (see Appendix 1).

8. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

### **Community council selections**

9. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.
10. Project officer received proposals from Cathedrals Ward, these proposals are incorporated in Appendix 1.

### **Delivery**

11. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2015/16. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

### **Community impact statement**

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

### **Financial implications**

13. The overall programme for the works covered in this report are based on initial estimates and may fluctuate due to varying circumstances such as sub strata conditions or other adjacent works which may require the work items and estimates to be adjusted.

## **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Matthew Hill 020 7525 3541

## **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Ward members proposals for 2014-15
Appendix 2	Extract from the highways capital investment programme for 2014/15 - community council investment allocations (Appendix 4)

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Himanshu Jansari, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	3 September 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of Finance, & Corporate Services	No	No
Cabinet Member	No	No
<b>Date final report sent to the Constitutional Team</b>		3 September 2015

**Devolved Community Council Funded Schemes**

**Community Council : Borough, Bankside and Walworth Cc**

**Date:** 15 July 2015

**Ward Member's Proposals**

Funding

Under spend from previous years	£38,952
Allocation for FY 2014/15	£190,475
Implementation Fees	<b>-£13,333</b>
<b>Total available for 2014/15</b>	<b>£216,094</b>

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Gladstone Street	Cathedral	Carriageway	£37,986	
Colnbrook Street	Cathedral	Carriageway	£38,976	
Bowling Green Place	Chaucer	Carriageway	£30,891	
Bowling Green Place	Chaucer	Footway	£29,452	
Law Street	Chaucer	Carriageway	£36,800	
Law Street	Chaucer	Footway	£51,440	
Meadow Row	Chaucer	Footway	£25,720	Localised Refurbishment East Side only
Rockingham Street	Chaucer	Footway	£21,572	Localised Refurbishment work.
John Ruskin Street	Newington	Footway	£27,876	Localised Refurbishment work.
Faunce Street	Newington	Carriageway	£29,753	
Stoney Street	Cathedral	Carriageway	£29,847	Section between Southwark Street to Park Street
Stoney Street	Cathedral	Footway	£83,500	
Great Suffolk Street	Cathedral	Footway	£18,500	Western Section between Surrey Row and union Street
Davidge Street	Cathedral	Carriageway	£23,500	
Nicholson Street	Cathedral	Footway	£31,478	
Burrell Street	Cathedral	Carriageway	£27,500	
Burrell Street	Cathedral	Footway	£26,585	
		<b>Overall Total</b>	<b>£571,376</b>	

Extract (Appendix 4 of the highways capital investment programme for 2014/15 – community council investment allocations)

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





**Borough, Bankside and Walworth Community Council**

**Public Question form**

**Your name:**

**Your mailing address:**

**What is your question?**

**Please give this form to Gerald Gohler, Constitutional Officer or Pauline Bonner,  
Community Council Development Officer.**

**Public questions received at Borough, Bankside & Walworth Community Council  
15 July 2015**

Question	Response
<p>On Walworth Road, the council bins on it and its pavements are dirty. Wheelie bins are in the street. Why is this?</p>	<p>Walworth Road is a busy retail area with numerous fast food outlets generating lots of waste and grime. The following arrangements are in place to ensure that Walworth Road is kept as clean and tidy as possible:</p> <ul style="list-style-type: none"> <li>• The street litter bins are washed twice a year, they were last washed in April 2015 and are due to be washed again in September 2015.</li> <li>• Walworth Road has a permanent presence for bin litter emptying and litter picking i.e. the road is patrolled continually from 06:00 to 18:00 (Monday to Saturday), 06:00 to 15:00 (Sundays) by our cleaning staff to carry out the stated cleaning duties.</li> <li>• Walworth Road receives a nightly pavement sweep, the litter bins are also emptied again overnight (Sunday to Thursday).</li> <li>• Bulky waste and street cleaners rubbish sacks are collected three times per day and once overnight (Monday to Sunday).</li> <li>• The pavements are jet washed once per month (April to September), the last pavement wash took place on the 29 July 2015 and are due to be washed again on the 24 August 2015.</li> </ul> <p>Officers can also confirm that there are no wheelie bins left out on the pavement, however there are numerous trade waste bins that are located along the length of the Walworth Road. The council is keen to address the problem of trade waste storage on the pavements of all retail areas across the borough and are currently looking at a number of options to manage the problem more effectively.</p>
<p>Are the Walworth Society working with other local societies, for example in Camberwell or Lambeth?</p>	<p>From Jeremy Leach (Chair of the Walworth Society):</p> <p>The Walworth Society tries to work as closely as possible with other groups throughout the local area. Within Walworth, we work really closely with groups like Carnival del Pueblo, Latin Elephant, many Friends of Parks groups and Creation Trust and we try to be active participants in the Elephant &amp; Walworth Neighbourhood Forum that is developing a Walworth Neighbourhood Plan. Slightly more widely we stay in touch with other amenity societies in Southwark such as the Dulwich Society, the Camberwell Society and the Peckham Society as well as the SE5 Forum for Camberwell. We also work with groups in other parts of the borough such as Better Bankside and Team London Bridge and groups in Rotherhithe. We are always happy to work with other groups if they would like to get in touch.</p>

<p>Why do the traffic lights on Borough High Street at Union and Newcomen Street take so long to change. The 343 had to wait about a minute and then only had 12 seconds to cross the lights before they changed again, even though no cars came out two side turnings. The bus driver said this was normal.</p>	<p>Response provided by TfL, as the responsible authority for this road and traffic signals:</p> <p>The traffic lights at Borough High Street / Newcomen / Union Street are operated by computer control system that adapts signal timings to the traffic demands on street. Therefore the green time on the main route (Borough High Street) varies from 12 to 20 seconds and side roads varies from 8 to 11 seconds between low to high demand in the peak period. The traffic light timings have been set to balance traffic and pedestrians demands.</p>
<p>Would the chair of the community council please advise on what steps the council is taking to bring to the attention of all relevant authorities the unacceptable level of aircraft noise over the community council area, and to promote means of mitigating this detriment to local well-being?</p>	<p>Aircraft for both Heathrow and City airports overfly the borough of Southwark. The loudest noise levels due to aircraft are mainly towards the middle and south of the borough due to aircraft approaching Heathrow and to the east of the Rotherhithe peninsular due to air traffic leaving City airport.</p> <p>The UK Aircraft Noise Index (ANI) followed extensive surveying of attitudes to aircraft noise linking air traffic noise levels to community annoyance. There are three levels defined to represent low, moderate and high annoyance.</p> <p>Each airport has its own noise contour maps and the average noise levels created on the ground in the Southwark Council area do not reach the 'low' annoyance level for either of the airports of concern.</p> <p>With regard to what Southwark Council is doing to bring the issue of aircraft noise in Southwark to the attention of the relevant authorities:-</p> <ul style="list-style-type: none"> <li>• We have, when consulted, strongly recommended to the Civil Aviation Authority (CAA) to consider producing cumulative noise contour maps to cover the areas where noise from more than one airport affects the ground-based population, rather than to simply have contour maps for individual airports. This would be of benefit to fully understand the impact aircraft noise has on Southwark.</li> <li>• Southwark Council will continue to respond to consultations for airport expansion in the South East of England, from both the CAA and national government, giving comments and input that represent the best interest of Southwark residents, however, the decisions on national airport and air traffic policy are made beyond the council's authority.</li> </ul>

<p>How can the community council help encourage and support the participation of people with additional needs, particularly additional learning needs, in local community gardening groups?</p>	<p>The council's neighbourhoods team will be exploring options regarding allotment groups or gardening organisations working with disability groups, particularly users with learning needs, to develop / share best practice in their engagement and participation.</p>
<p>How many reference books were on display in the old reference library at Newington and how many will be in the new library? How many lending books will there be compared to Dulwich, Peckham and Canada Water libraries?</p>	<p>It is too soon to confirm the quantities of stock for the new library, as the design and layouts in the proposed new building are still being formulated. Many of the materials which were traditionally available in hard copy for reference are now only available online and Southwark Libraries provides a range of these together with books, and audio visual stock. The new library will have a selection of stock in all formats, but the actual quantities are not yet determined.</p>
<p>There is virtually no footway remaining on Elephant Road between Elephant and Castle station and the New Kent Road. At present the pavement is invariably parked on by cars and so people have to often walk in the road. What steps can be taken to enforce parking regulations, so that the pavement is clear for people to walk along?</p>	<p>In the last 30 days (between 28 June 2015 and 28 July 2015) the council's Civil Enforcement Officers (CEOs, normally referred to as traffic wardens) made 590 registered visits to this location, around 20 visits a day. The CEOs logged 317 vehicles parked in contravention, moved on 247 of those and issued 70 parking tickets.</p> <p>The council used to use CCTV to enforce the restrictions here but central Government largely banned the use of CCTV for parking enforcement in April 2015 and this tool for enforcement is no longer available.</p> <p>The parking enforcement team will continue to visit the area and issue parking tickets. Additionally the businesses will be visited again by our highways team to warn of prosecution if the businesses allow their employees to mount the pavement</p>
<p>"The crossroad and traffic light at Borough market near St Thomas's / Guy's Hospital has no light for pedestrians. When is there going to be a crossing in conjunction with the road between Borough market and Guy's hospital to make it safer for pedestrians to cross?"</p>	<p>Response provided by TfL as the responsible authority for this road and traffic signals:</p> <p>Junction improvements at Borough High street junction with St Thomas Street are currently in the detailed design stage with CVU (Colas Volker URS), the TfL Central London Contractor.</p> <p>We are aiming to start works in approximately November this year, break for the Christmas period (due to high pedestrian flows around Borough Market) and restart works in January with completion by the end of March.</p> <p>The scheme will be putting in an all-round pedestrian stage including a diagonal crossing. Some of the footways will also be repaved in high quality materials</p>

<p>I have been attending community councils for a few years now, today's meeting is the first where the police have not been present. Their absence has not been discussed with attendees. Is this going to be the norm or could this be just an omission?</p>	<p>It was an oversight and the police have been invited to attend the meeting on 16 September 2015.</p>
<p>What is the community council doing about the dwindling number of attendees to meetings?</p>	<p>The total number of attendees for the 2014-15 cycle had increased by 12% from the previous year. 2432 people attended CCs (all areas) in 2014-15 whereas 2170 attended in the 2013-14 round.</p> <p>It is too early to say what the attendance figures will be for the current year as there has only been one round of meetings so far.</p> <p>Officers are exploring ways to further increase participation and trying to utilise more social/digital media to attract people to community council meetings.</p>

<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 16 September 2015	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Cathedrals, East Walworth and Newington	
<b>From:</b>		Public Realm Programme Manager	

## RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
  - 1.1 Stones End Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking
  - 1.2 America Street – convert existing single yellow lines to double yellow lines to prevent obstructive parking
  - 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.
  - 1.4 Great Suffolk Street – install a loading ban to prevent obstructive loading.
  - 1.5 Searles Road – convert existing single yellow lines to double yellow lines to prevent obstructive parking
  - 1.6 Waterloo Road – relocate bus stand from Westminster Bridge Road to Waterloo Road to accommodate change of drivers
  - 1.7 Royal Road – install two car club bays as set out in S106 as part of development on Royal Road
  - 1.8 Pilgrimage Street – amend hours of operation of existing loading only bay to at any time and amend the max stay period to 40minutes

## 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 eight 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.
    - details of the background to the submission of the report
    - any previous decisions taken in relation to the subject matter.

## **KEY ISSUES FOR CONSIDERATION**

### **Stones End Street**

5. The parking design team was contacted by Councillor Morris on behalf of the Lant and Bittern tenants and residents association. The residents are requesting that the existing single yellow lines are converted to double yellow lines to prevent vehicles parking and causing an obstruction to residents' vehicles leaving the underground car park.
6. Stones End Street is part of Bankside (C2) parking zone and the existing parking arrangements consist of one permit (C2) parking bay with the remaining kerb line restricted by single or double yellow lines. The single yellow lines operate during zone hours, Monday to Friday 8.30am – 6.30pm.
7. The road width varies between 3.3 metres and 6 metres. Due to the narrow width, this street can only support parking in the permit (C2) bays which were fully occupied when an officer carried out a site visit on 7 April 2015.
8. The presence of a single yellow line in a street that has insufficient width to accommodate parking is potentially misleading. Outside of zone hours, motorists are given the impression that, because the yellow line is not in force, they can park. However, parking in such locations is likely to restrict access and movement which must be maintained at all times.
9. In view of the above, it is proposed, as shown in appendix 1, that the existing single yellow lines are converted to at any time waiting restrictions (double yellow lines) to improve access to the underground car park, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Stones End Street.

### **America Street, Great Guildford Street, Wardens Grove**

10. A local resident contacted the parking design team to report that they are having problems accessing their garage at No. 29 Great Guildford Street. They have requested that the existing single yellow line is converted to a double yellow line to ensure access at all times.
11. America Street, Great Guildford Street and Wardens Grove are part of Bankside (C1) parking zone. The existing parking arrangements are of a mixture pay and display, permit (C1) bays and single and double yellow lines.

12. The single yellow lines operate during zone hours which are Monday to Friday 8.30am – 6.30pm and Saturday 9.30am – 12.30pm.
13. An officer carried out a site visit on 28 April 2015 and noted that if vehicles were to park adjacent to the garage entrance (on the single yellow line, out of zone hours) this would create an obstruction. For this reason double yellow lines are considered appropriate.
14. Except where parking bays exist, most of the adjacent streets have single yellow lines. This gives the impression that parking is acceptable outside of zone hours. However this is not the case as parking in such locations would obstruct the movement of traffic or restrict visibility at junctions that increases risk of collision.
15. For the same reasons given in paragraph 8, it is recommended that the single yellow lines are upgraded to double yellow lines so as to remove any doubt about the suitability (or otherwise) of parking in such locations.
16. In view of the above, as shown in Appendix 2, it is recommended that at any time waiting restrictions (double yellow lines) are provided in the streets listed above to improve access, prevent obstructive parking, improve traffic flow and improve visibility for all road users in America Street, Wardens Grove and Great Guildford Street.

#### **Ewer Street**

17. The parking design team was contacted by a representative from the Citizen M Hotel in Lavington Street who reported vehicles that service the hotel, particularly linen and waste collection, have difficulty accessing the service yard.
18. Ewer Street is part of Bankside (C1) parking zone, the existing single yellow line operates, Monday to Friday 8.30am – 6.30pm and Saturday 9.30am – 12.30pm and a permit holders (C1) parking bay. The street has a mixture of commercial, residential and office buildings and there are large vehicles making deliveries.
19. At its narrowest point Ewer Street is just 4 metres wide and having single yellow lines may give drivers the impression that it is acceptable to park outside of zone hours. However the carriageway is narrow and can only support parking on one side.
20. Deliveries to the hotel often take place outside the hours that the C1 parking zone operates. Vehicles parked on the single yellow line obstruct the carriageway and either forces larger vehicles onto the footway or stops deliveries / collections taking place.
21. An officer carried out a site visit on 28 April 2015 during controlled parking hours and noted that no vehicles were parked or loading on the single yellow lines nonetheless it was clear that an obstruction would be caused if this area was parked up outside of operational hours.
22. An east-west cycle quietway route traversing local roads is proposed starting from Tanner Street in the east to Nicholson Street in the west. Quietways which form an integral part of the Mayor of London's vision for cycling are a network of safe, direct and continuous bike routes.



23. To improve accessibility of the section of the proposed cycle route through Union Street and to improve permeability of the borough roads for cyclists it is proposed to install a cycle contra-flow facility on Ewer Street which would allow cyclists to travel southbound on Ewer Street.
24. A raised table at the entry of Ewer Street from Union Street is also proposed to help reduce traffic entry speeds. The table will also provide a more preferred at-grade crossing for pedestrians.
25. For the same reasons given in paragraph 8, it is recommended that the single yellow lines are upgraded to double yellow lines so as to remove any doubt about the suitability (or otherwise) of parking in such locations.
26. In view of the above, as shown in Appendix 3, it is recommended that the existing single yellow lines are converted to at any time waiting restrictions (double yellow lines) to improve access, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Ewer Street. It is also recommended that a cycle contra-flow facility is installed on Ewer Street along with the proposed raised entry table on Ewer Street to improve permeability and accessibility for cyclists

### **Great Suffolk Street**

27. The parking design team was contacted by a member of the public who reported that vehicles delivering to the two supermarkets (particularly articulated lorries) posed a danger to cyclists.
28. Great Suffolk Street is part of Bankside (C1) parking zone. The street has a mixture of commercial, residential and office buildings and it was reported by the member of the public and noted by officers that large vehicles make deliveries to the businesses.
29. Two supermarkets (Sainsbury's Local and Tesco Express) are positioned opposite each other in two recently developed sites on Great Suffolk Street. Sainsbury's site is located at No.18 (west side) and Tesco's at No.15 (east side).
30. The primary concern raised by the member of the public is that when the two supermarkets receive deliveries at the same time it reduces the carriageway width and sight lines making it dangerous for all road users.
31. An officer carried out two site visits (12 June and 15 June 2015) to observe the location, but no loading activity was taking place. During the visit it was noted that many pedestrians crossed the road between the two supermarkets and the public house and cafes, there is no formal crossing in place.
32. On 31 July 2015, Transport for London's freight team held a meeting attended by representatives of Sainsbury's, Tesco's and Southwark officers. At that meeting the planning conditions of each site was discussed, summarised as:
  - Occupiers of No.18 (Sainsbury's) - deliveries must start after 7am to reduce noise nuisance for residents,
  - As part of the original planning condition attached to the building where Tesco's is located that loading/unloading must take place on Lavington Street.

33. Access to the proposed goods vehicle loading only bay is possible by a 12-metre articulated Lorry by travelling south on Great Suffolk Street and turning right onto Lavington Street or by entering Lavington Street from Southwark Street
34. In view of the above, as shown in Appendix 4, it is recommended that
  - at any time loading restrictions (double kerb stripes) on the east side of Great Suffolk Street are installed
  - the pay and display parking bays and single yellow lines are removed to provide a goods vehicles only loading bay (Monday to Sunday 7am-7pm max stay 1 hour) on the south side of Lavington Street

### **Searles Road**

35. The parking design team was contacted by a local resident who reported that they are having problems accessing Searles Road from New Kent Road. They have requested that the existing single yellow line is converted to a double yellow line to ensure access at all times.
36. Searles Road has two arms one that runs south from New Kent Road and one the runs west to east and is only accessed from New Kent Road as the two other access points have been closed with gates. The southern arm has had the footways widened and the carriageway narrowed.
37. The southern arm is not wide enough to support parking and officers identified three other sections that if vehicles were to park on both sides of the highway it would cause an obstruction.
38. The chair of this community council, Councillor Seaton was made aware of this item at the agenda planning meeting. He arranged to meet with the resident to talk through the proposal.
39. In view of the above, as shown in Appendix 5, it is recommended that single yellow line is converted to at any time waiting restrictions (double yellow lines) to improve access, to prevent obstructive parking and improve traffic flow for larger vehicles travelling along Searles Road.

### **Waterloo Road**

40. As part of the North-South cycle superhighway, Transport for London (TfL) relocated bus stands from Lambeth Road to Westminster Bridge Road in May 2015.
41. Westminster Bridge Road is part of Transport for London Road Network (TLRN) and has a mixture of office, school and residential accommodation.
42. The bus stand is used by London City Tour open top tour buses and allows for two buses to stop throughout the day to facilitate driver and passenger change overs.
43. TfL has received requests for local residents to have the existing bus stand on Westminster Bridge Road removed as their back yards / gardens are over looked by buses when they are stopped on the bus stand.
44. Southwark Council was contacted by Transport for London (TfL) requesting the existing bus stand on Westminster Bridge Road be relocated to Waterloo Road

as there are no other suitable locations on their network.

45. TfL's preference is to relocate the bus stand to the southwestern kerb line of Waterloo Road, approximately 50 metres from the junction with Westminster Bridge Road. This location fronts the Hilton Hotel (H10) which has confirmed in writing that they have no objection to the proposals.
46. Given the number of complaints and the distress being caused to residents, TFL asked to relocate the bus stand in advance of this meeting. Officers emailed all councillors on the 21 August and asked if there would be any objections to this alteration to the usual decision making procedure. One email of support from Cllr Noakes was received and no objections.
47. In view of the above, as shown in Appendix 6, it is recommended that the existing no waiting / loading restrictions are removed to allow a 25 metre bus stand on Waterloo Road. Road markings for bus stands do not require a traffic order.

### **Royal Road**

48. The Parking design team is implementing a S106 agreement to provide two car club bays on Royal Road.
49. The bays have been previously approved by way of planning agreement 09/AP/2388 LEG/RP/PL/S106/136663
50. Southwark council actively seeks to install car clubs to help reduce car ownership while providing access, A network of car club bay across Southwark help in a number of key strategy areas:
  - Economically they can help relieve congestion and parking pressures within the borough
  - Socially they complement the public transport system in providing accessibility to key services and facilities without the related costs of car ownership
  - Environmentally, they help reduce reliance on the private motor-car and the associated pollution
51. Research has also shown that just one car club vehicle can reduce as many as 20 private cars – this may help the local areas parking and traffic congestion.
52. It is therefore recommended, as shown in Appendix 7, that two car club bays are installed on Royal Road adjacent to the new development.

### **Pilgrimage Street**

53. The traffic signs and traffic order for the existing loading only in Pilgrimage Street do not match. The sign implies the bay operates 'at any time' however the order states the bay operates during zone hours only Monday to Friday 8.30am – 6.30pm.
54. It is proposed that the order is amended to match the current on-street situation and that the sign is amended to reflect the standard time limit of 40 minutes. This will bring the bay in line with our standard loading bay operations.

55. It is therefore recommended, as shown in Appendix 8, that the traffic order for the existing loading only bay is amended so that it operates 'at any time' (as currently signed on street) and that the maximum stay period is changed to 40 minutes (as currently enforced).

### **Policy implications**

56. 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**

#### **General guidance**

57. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
58. 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.
59. All the introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
60. 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.
61. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
62. 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**

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

### **Legal implications**

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

Road Traffic Regulation Act (RTRA) 1984.

65. 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).
66. 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.
67. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
68. 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.
69. 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**

70. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
71. 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<sup>1</sup> which include statutory consultation and the consideration of any arising objections.
72. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the regulation 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>2</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

<sup>1</sup> <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

<sup>2</sup> <http://www.southwark.gov.uk/trafficorders>

73. 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.
74. 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

75. 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>	Tim Walker 020 7525 2021

### APPENDICES

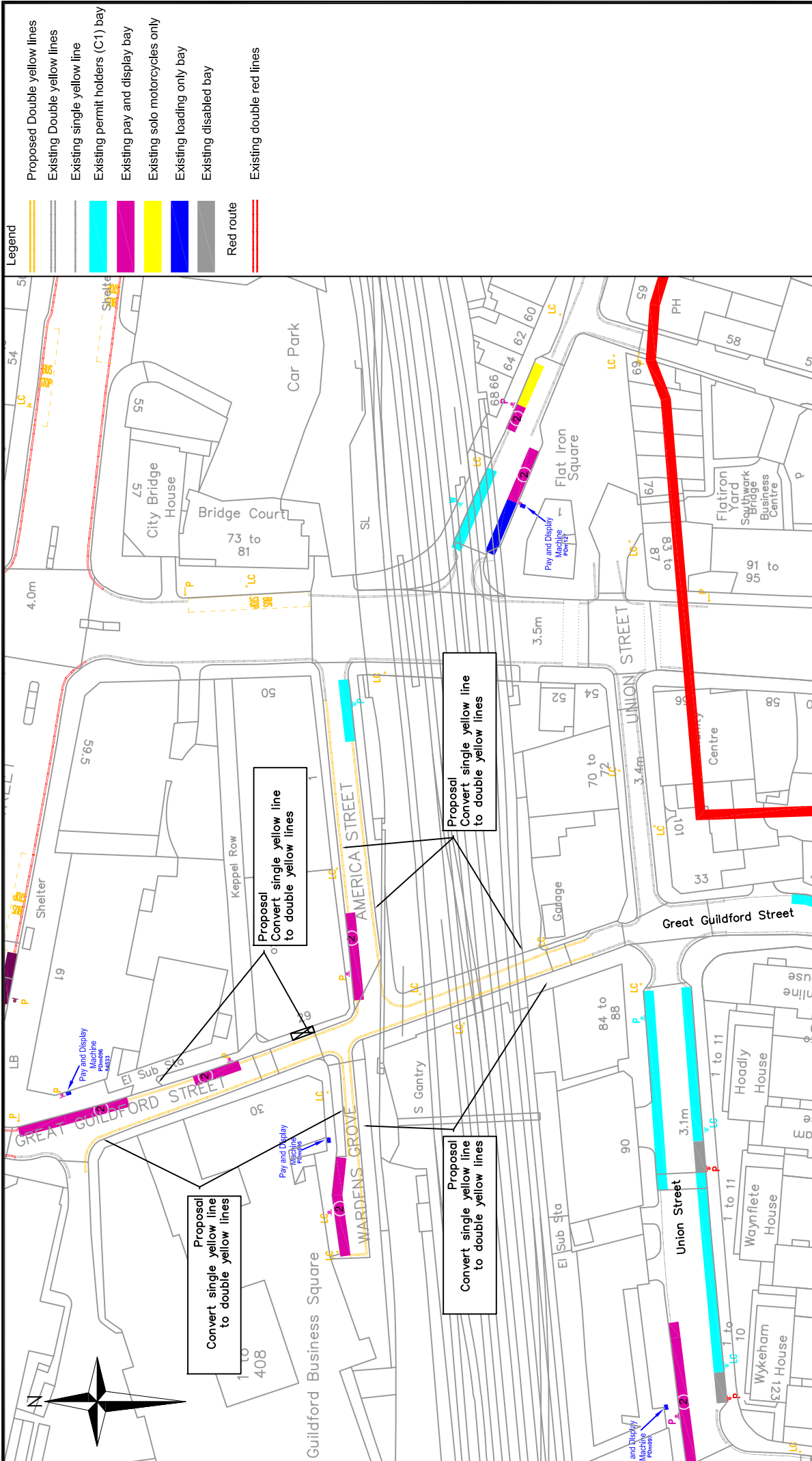
No.	Title
Appendix 1	Stones End Street – install double yellow lines
Appendix 2	America Street, Wardens Grove, Great Guildford Street – install double yellow lines
Appendix 3	Ewer Street – install double yellow lines
Appendix 4	Great Suffolk Street – install double kerb stripes (loading restriction) and Loading only bay
Appendix 5	Searles Road – install double yellow lines
Appendix 6	Waterloo Road - relocate bus stand
Appendix 7	Royal Road – install two car club bays
Appendix 8	Pilgrimage Street – install loading only bay


## 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>	3 September 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	3 September 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>BOROUGH, BANKSIDE AND WALWORTH</b>		
		Drawing Title <b>WARDENS GROVE / AMERICA STREET                  GREAT GUILDFORD STREET                  PROPOSED DOUBLE YELLOW LINES</b>		Ward(s) <b>CATHEDRALS</b>		
		Date	Scale	Drn	Chk	App
		27/04/15	1:500 @ A4	MH	TW	TW
		Dwg No.	Rev		Rev	
		1516Q1016	APPENDIX 2		A	
		Status	Date	Rev	Chk	App

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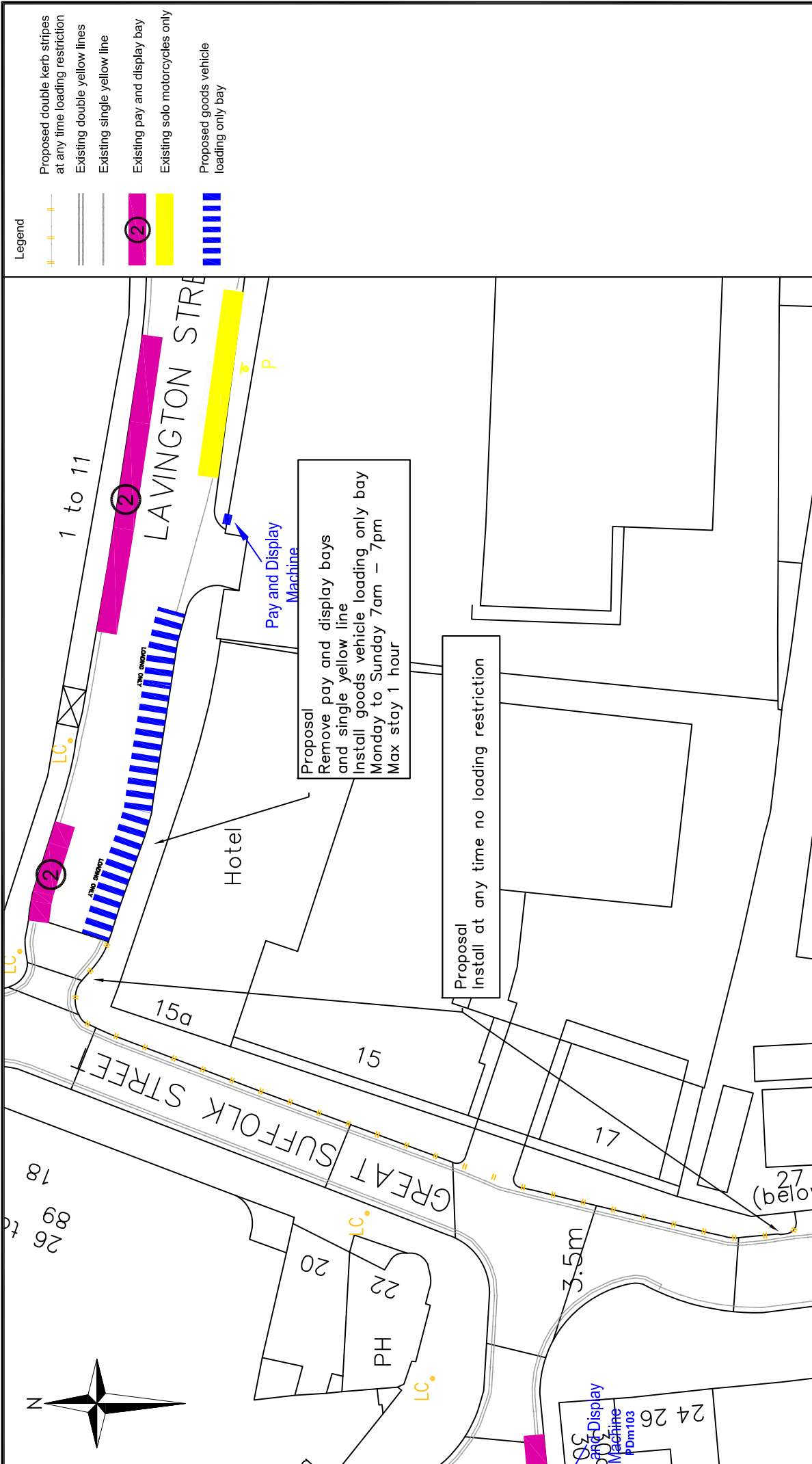


LEGEND / NOTES.

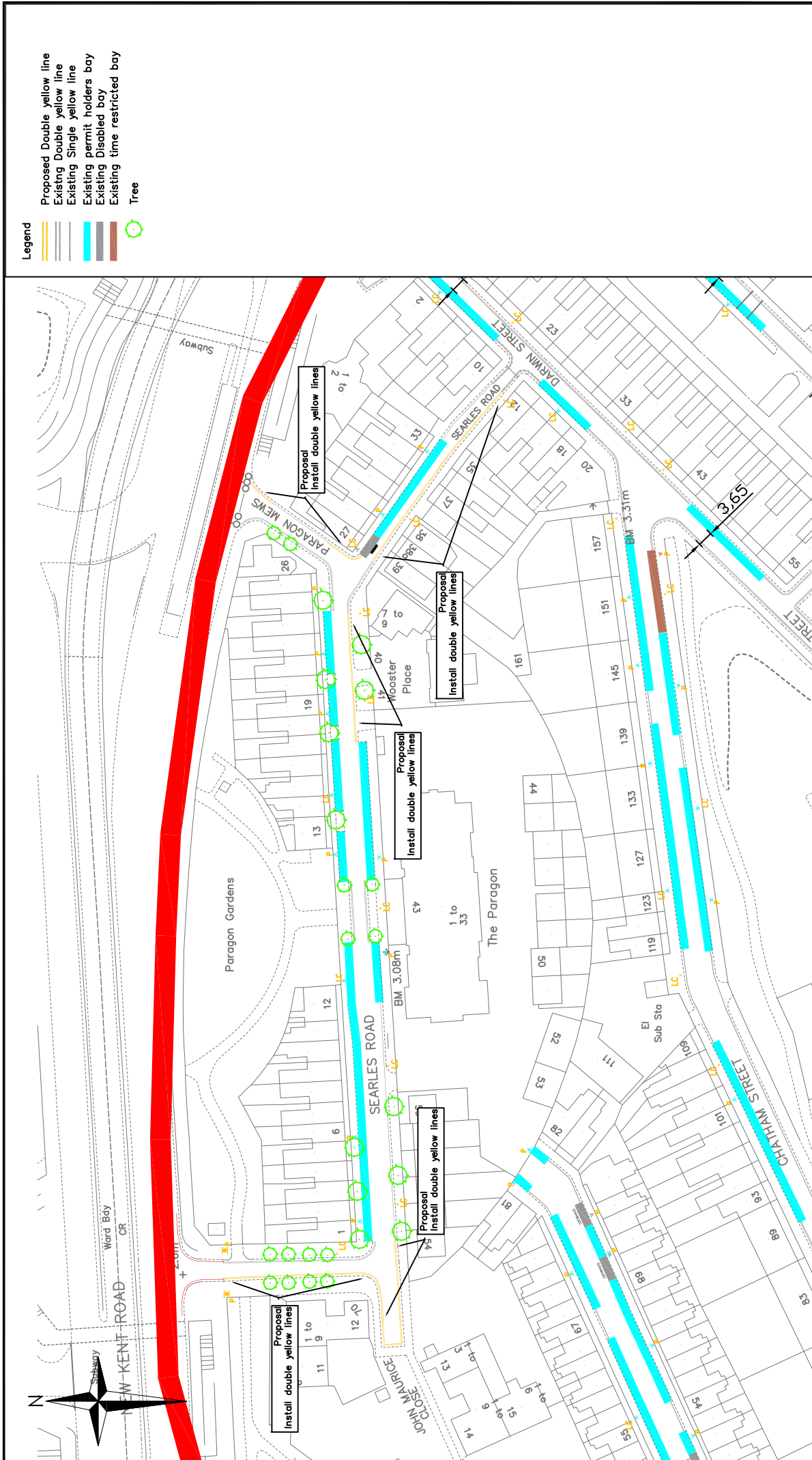
- LEGEND**
- Existing double yellow lines
  - Length of existing single yellow line to be changed to double yellow lines




Project		JUBILEE CYCLE GRID ROUTE	
PROPOSED CYCLE CONTRA FLOW AND REVIEW OF WAITING RESTRICTIONS EWER STREET			
Contract No.	HW2013 NEC3	Scale	1:1
Scale	NTS	Information	APPENDIX 3
Drawing No.	APPENDIX 3	Revision	-
Issue Date	July 2015	Issue Date	August 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 1516 LOCAL PARKING AMENDMENTS	Community Council BOROUGH, BANKSIDE AND WALWORTH
		Drawing Title GREAT SUFFOLK STREET LAVINGTON STREET LOADING RESTRICTION/LOADING BAY	Ward(s) CATHEDRALS
		Date 26/08/15	Scale 1:500 @ A4
		Dwg No. 1516G2003	Chk MH
		Status APPENDIX 4	Dm MH
		App A	Rev MH
		Description APPENDIX 4	Date Rev App

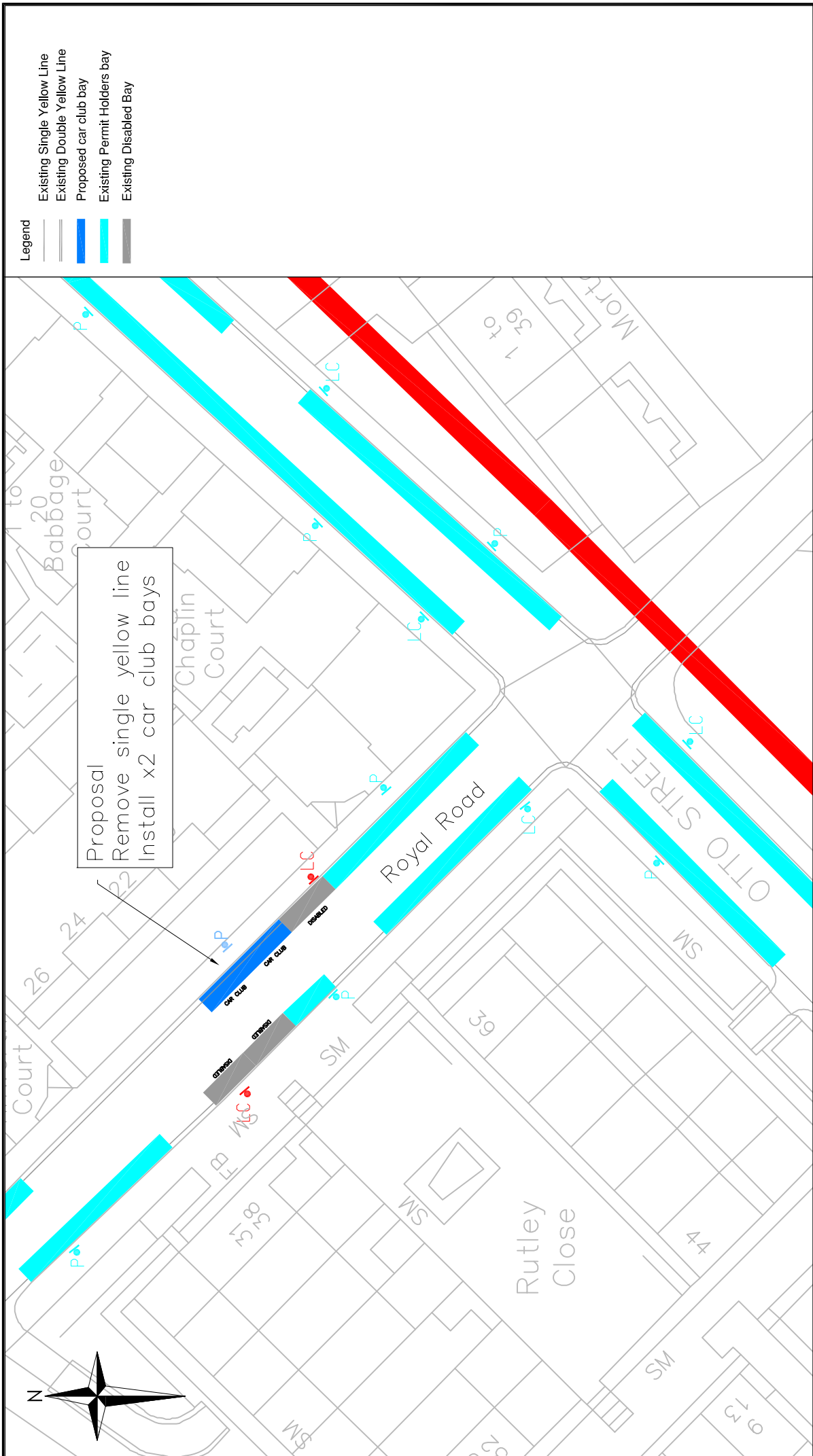


- Legend**
- Proposed Double yellow line
  - Existing Double yellow line
  - Existing Single yellow line
  - Existing permit holders bay
  - Existing Disabled bay
  - Existing time restricted bay
  - Tree


<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p><a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a></p>		<p>Project</p> <p>1516 LOCAL PARKING AMENDMENTS</p>		<p>Community Council BOROUGH, BANKSIDE AND WALWORTH</p>				
		<p>Drawing Title</p> <p>SEARLES ROAD PROPOSED DOUBLE YELLOW LINES</p>		<p>Ward(s) EAST WALWORTH</p>				
		Date	Scale	Drn	Chk	App		
		17/06/15	1:1250 @ A4	MH	TW	TW		
		Dwg No.	Status		Rev			
		1516Q2011	APPENDIX 5		A			
			Rev	Date	Description	Drn	Chk	App

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Proposal  
Remove single yellow line  
Install x2 car club bays

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 AMENDMENT		Community Council BOROUGH, BANKSIDE AND WALWORTH		
		Drawing Title ROYAL ROAD PROPOSED x2 CAR CLUB BAYS		Ward(s) NEWINGTON		
		Date	Scale	Drn	Chk	App
		20/07/15	1:1000 @ A4	MH	MH	MH
		Dwg No.	Rev		Rev	
		1516Q2017				
		Status	APPENDIX 7		Date	Description
					Rev	Drn
					1516Q2017	Chk
					A	App

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<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 16 September 2015	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Westmoreland Road - Improvement Scheme	
<b>Ward(s) or groups affected:</b>		Faraday	
<b>From:</b>		Public Realm Programme Manager	

### RECOMMENDATIONS

1. It is recommended that the Westmoreland Road improvement scheme be approved to proceed to detailed design and implementation subject to the outcome of any statutory consultation.
2. It is recommended that the following minor local traffic and parking amendments in Westmoreland Road, as detailed in the appendices to this report, are 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.

### BACKGROUND INFORMATION

3. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
4. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will make decisions on the following local non-strategic matters:
  1. the introduction of single traffic signs
  2. the introduction of short lengths of waiting and loading restrictions



3. the introduction of road markings
4. the setting of consultation boundaries for consultation on traffic schemes
5. This report gives recommendations for five local traffic and parking amendments involving traffic signs, loading and waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### **Westmoreland Road – Background Information to the Proposals**

7. The Aylesbury Estate regeneration means Westmoreland Road becomes a gateway between Walworth Road and the estate. As part of the first phases of the Aylesbury redevelopment, the Regeneration department have committed to enhancing the streetscape and improving appearance of Westmoreland Road.
8. The main aim of the proposed scheme is to reduce traffic dominance and speeds, create new pedestrian crossing facilities (reducing crossing distances) and improve visibility and safety for pedestrians and other vulnerable road users.
9. The proposed improvement works are to include new kerblines to pavements on both sides of the road, formation of buildouts of footways between parking bays, resurfacing of the carriageway and footways.
10. The improvement works will also include provision of high quality street trees, street furniture, signage and new street lighting.
11. The footway materials will match those used on Walworth Road (SSDM 'Town Centre' palette) to reinforce Westmoreland Road as a gateway into Aylesbury Estate.
12. Westmoreland Road is recognized as a 'Market Street' with 6 markets stalls pitches designated in the road Monday to Saturday. Following discussion with Markets and Street Trading Manager it was decided to relocate 'Street Market' to Westmoreland Square at Bradenham Close. This will be delivered by another project in the next phase of development.
13. A consultation on the proposals by letter drop was undertaken from Monday 13 July to Friday 14 August 2015. The consultation boundary was agreed with the ward councillors and a total of 1,884 residents and businesses were consulted.
14. A public consultation event was also held on Saturday the 18 July in the Southwark Resource Centre at 10 Bradenham Close off Westmoreland Road which attracted a small number of residents.
15. The consultation response rate was 8% with 93% of those responding supporting the proposals, 4% opposing and 3% expressing no opinion.

## KEY ISSUES FOR CONSIDERATION

### Westmoreland Road junction with Red Lion Row and Horsley Road

16. Officers have visited site on a number of occasions while developing these proposals. During these site visits it was observed that car parking was occurring on double yellow lines within 5 meters of each junction with Westmoreland Road and particularly close to the junction with Red Lion Row on the south side either side of the junction.
17. Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
18. It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with 'T' junctions being the most commonly involved.
19. Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
20. The Highway Code makes it clear that motorists must not park within 10 meters 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).
21. The proposal to extend existing yellow lines at these two junctions is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standards(link to these is provided in background documents section):
  1. DS.114 on Highway Visibility;
  2. DS.002 on Yellow line and Tab Waiting and Loading Restrictions; and
  3. DS.118 about the introduction of footway Build Outs through and in the vicinity of junctions to help make parking restrictions self-enforcing and further improve pedestrian accessibility.
22. By widening the footways and creating build-outs the carriageway width is being reduced to 4.8m which is an acceptable road width for two-way streets in SSDM. By restricting carriageway space vehicles are prevented from parking along a section of kerb thus making parking restriction self-enforcing.
23. It is therefore recommended that, as shown in Appendix 1, the footways are widened and double yellow lines re-installed at the junctions of Westmoreland Road and Red Lion Row and Westmoreland Road and Horsley Road to prevent obstructive and dangerous parking and to improve inter-visibility at the junctions for all road users.

### **Westmoreland Road adjacent to 11 Westmoreland Road**

24. This section of Westmoreland Road is a home to parade of shops. Many of these shop units receive daily deliveries and the Council recognises there is a need for a dedicated loading / unloading bay to ensure the carriageway remains clear.
25. There are currently eighteen shared use permit M2 / paid for parking spaces in Westmoreland Road (between its junction with Walworth Road and Horsley Street) and twenty nine parking bays for the whole of Westmoreland road. Existing parking arrangement in Westmoreland Road and surrounding roads is attached in Appendix 2. The M2 CPZ hours operate from Monday – Friday 08:30 – 18:30.
26. A parking stress survey was undertaken in order to understand the parking pattern during the week and at the weekend and to look at the proposal to re-allocate the road space from shared use / paid for parking bays to a loading bay.
27. During the week, demand for parking space on Westmoreland Road is moderate (~55%). This means that out of twenty nine available parking bays in Westmoreland Road only sixteen were occupied during the observation period (00:30 to 05:30am). No parking on single or double yellow lines was observed during this time.
28. At weekends, the numbers of vehicles parked in the permit bay is considerably higher than weekdays (103%). Parking controls do not operate during this period. The parking survey confirmed that the proportion of vehicles with resident permits on Westmoreland Road was 60% at the peak. In addition, the turnover of vehicles is high compared to the weekday survey. The data also revealed that 38% of vehicles stayed for less than 3 hours and 58% for less than 6 hours. Parking in surrounding roads in the area is already close to capacity at these times which may result in traffic spilling over to Westmoreland Road.
29. This data shows that the increased parking level at the weekend could be attributed to people accessing the retail and food related offering in the area and along Walworth Road.
30. There was also an increase in vehicles parking on single and double yellow lines in Westmoreland Road. This parking concentrated at the western end of the road which coincided with the retail frontages in the area. Because parking demand exceeds the available capacity, this may have the effect that motorists feel that they have no other choice but to park on double yellow lines close to junctions.
31. In the recently concluded informal public consultation one resident objected to the provision of loading bay because of potential noise. Two residents requested parking provision for the customers of the local shops.
32. The loading bay would only be catering for servicing and delivery which currently happens and officers do not anticipate that this would lead to increased noise. The dual use bays along Westmoreland Road provide paid for parking for visitors to the shops (along with permit parking) and there is no plan to make changes to this arrangement.
33. There were no objections to the reallocation of the two paid for / permit bays to a

loading bay received from the informal consultation.

34. It is therefore proposed to omit two permit parking / paid for parking bays outside 11 Westmoreland Road to enable the provision of an 11m loading bay.

### **Policy implications**

35. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
1. Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it
  2. Policy 1.10 - Improve the cycling environment and ensure that people have the information and confidence to use it
  3. Policy 1.12 - Ensure that cycle parking is provided in areas of high demand and in areas where convenient
  4. Objective 2: Encourage sustainable travel choices
  5. Objective 4: Improve the health and wellbeing of all by making the borough a better place
  6. Policy 4.2 - Create places that people can enjoy
  7. Policy 4.4 - Make our streets greener
  8. Policy 5.1- Improve safety on our roads and to help make all modes of transport safer
  9. Policy 5.4 - Seek to reduce vehicle speeds and educate and enforce against those who break speed limits
  10. Policy 6.1 - Make our streets more accessible for pedestrians
  11. Policy 7.6 - Keep the highway in a good state of repair
  12. Policy 8.1 - Seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

36. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
37. 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.
38. Proposed cycle parking facilities promote sustainable travel.
39. Existing trees are being replaced with three good quality street trees. Street trees improve the way streets look and make the environment more pleasant.
40. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

41. The parking stress survey indicates there's a spare capacity in Westmoreland Road particularly during the weekdays and hence resident parking displacement is unlikely to occur. It is therefore not envisaged that new restrictions will have an adverse impact upon road users or neighbouring properties at this location.
42. 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.
43. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  1. Providing improved facility for pedestrians and cyclists.
  2. Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

44. All costs arising from implementing the recommendations above will be met by the regeneration department.

### **Legal implications**

45. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
46. 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.
47. 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.
48. 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.
49. 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.
50. These powers must be exercised so far as practicable having regard to the following matters
  1. The desirability of securing and maintaining reasonable access to premises
  2. 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
  3. The national air quality strategy
  4. Facilitating the passage of public service vehicles and securing the safety and

convenience of their passengers

5. Any other matters appearing to the council to be relevant.

### **Consultation**

51. Where public or stakeholder consultation has already been completed, this is described within the background information section of the report.
52. 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<sup>1</sup> which include statutory consultation and the consideration of any arising objections.
53. Should the recommendations be approved the council must follow the procedures contained within Part II and III of the regulations which are supplemented by the council's own processes. This process is summarised as:
  1. Publication of a proposal notice in a local newspaper (Southwark News)
  2. Publication of a proposal notice in the London Gazette
  3. Display of notices in roads affected by the orders
  4. Consultation with statutory authorities
  5. Making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's<sup>2</sup> website or by appointment at 160 Tooley Street, SE1
  6. A 21 day consultation period during which time any person may comment upon or object to the proposed order.
54. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
55. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

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<sup>1</sup> [National Regulations](#)

<sup>2</sup> [Traffic Orders](#)

**BACKGROUND DOCUMENTS**

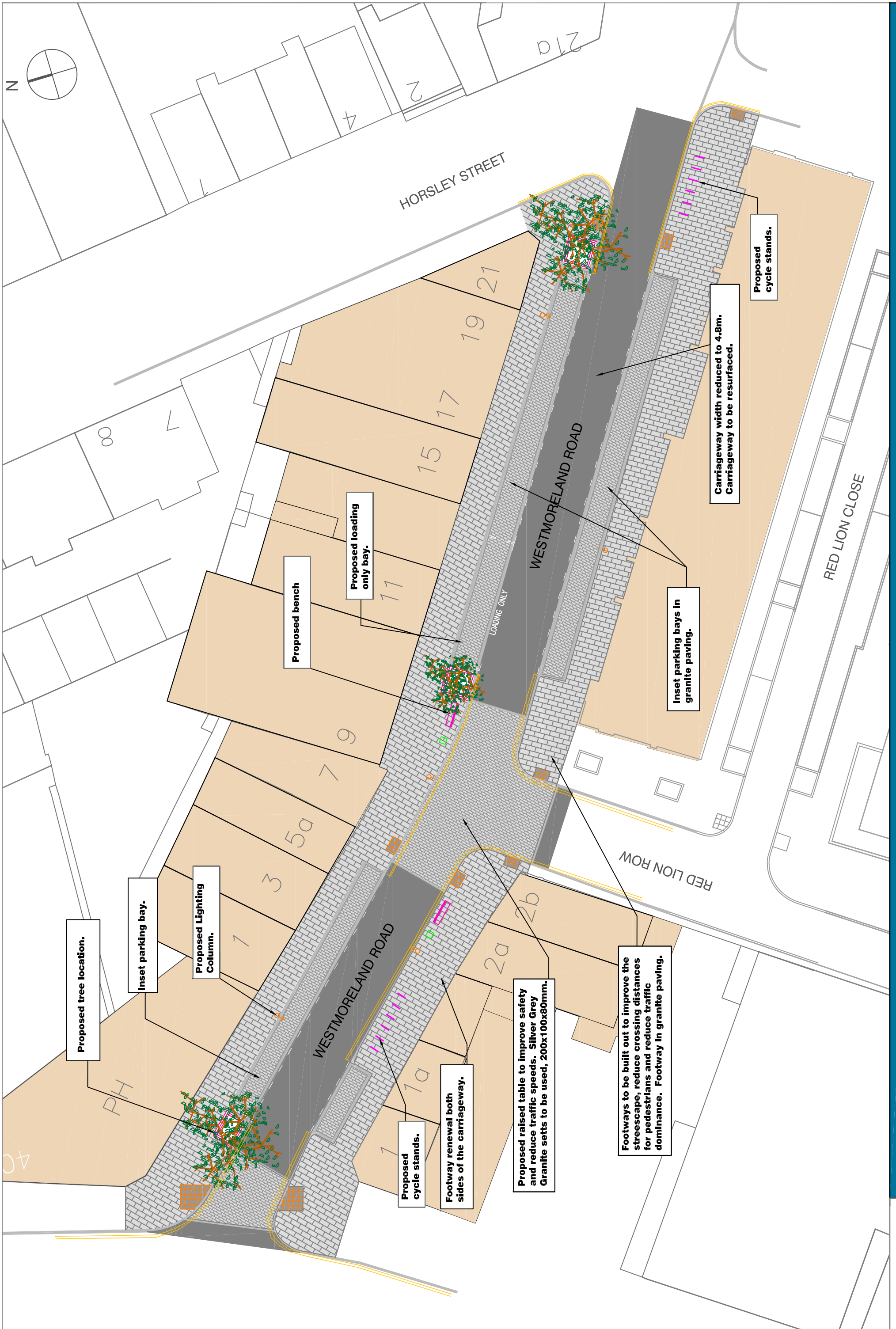
<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011  Online: <a href="#">Transport_Plan_2011</a>	Southwark Council Environment and Leisure Public Realm projects Environment & Leisure 160 Tooley Street, London, SE1 2QH	Mandalina Stricevic 0207 5252 163
SSDM  Online: <a href="#">SSDM (DS.002)</a> <a href="#">SSDM (DS.114 and DS.118)</a>	Southwark Council Environment and Leisure Public Realm projects Environment & Leisure 160 Tooley Street, London, SE1 2QH	Mandalina Stricevic 0207 5252 163

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Westmoreland Road improvement scheme changes to existing double yellow lines
Appendix 2	Map: existing parking arrangement

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Mandalina Stricevic, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	3 September 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		3 September 2015



Proposed tree location.

Inset parking bay.

Proposed Lighting Column.

Proposed bench

Proposed loading only bay.

Proposed cycle stands.

Footway renewal both sides of the carriageway.

Proposed raised table to improve safety and reduce traffic speeds. Silver Grey Granite setts to be used, 200x100x80mm.

Footways to be built out to improve the streetscape, reduce crossing distances for pedestrians and reduce traffic dominance. Footway in granite paving.

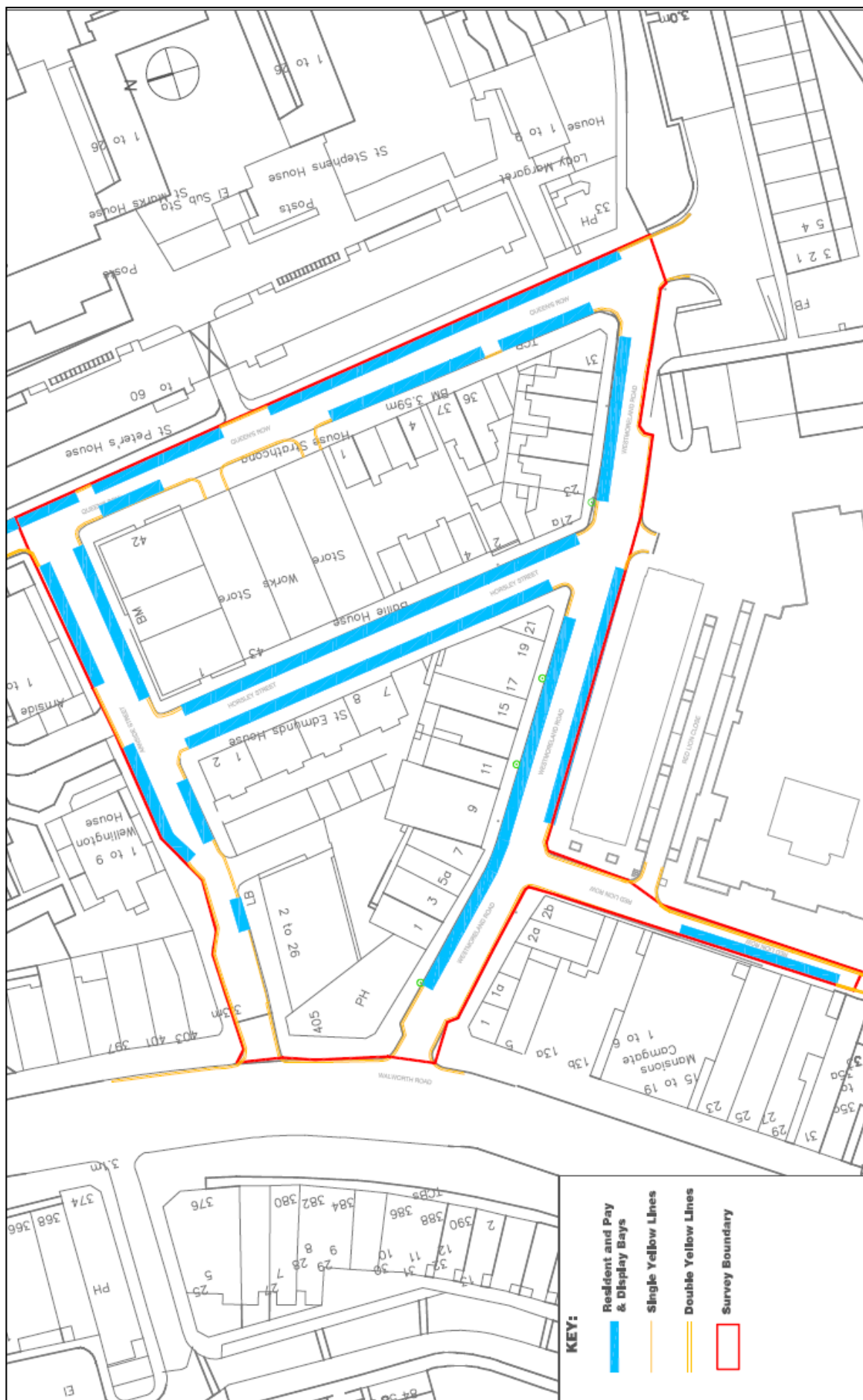
Inset parking bays in granite paving.

Carriageway width reduced to 4.8m. Carriageway to be resurfaced.

Proposed cycle stands.



Westmoreland Road – Existing Parking Arrangement



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