

Borough, Bankside and Walworth Community Council

Saturday 21 November 2015

1.30 pm

Amigo Hall, St George's Cathedral, Lambeth Road, London SE1 7HY
(intersection with St George's Road)

Pre-meeting consultation workshops (1.00pm – 1.25pm): Council budget, Cycle Quietways:
Blackfriars Road to Tower Bridge Road, and Elephant & Castle to Crystal Palace.

There will also be stalls by the new Southwark Plan and Cycle Quietways.

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 10 November 2015



Order of Business

Item No.	Title	Time
1.	PRELIMINARY BUSINESS	1:30pm
1.1.	INTRODUCTION AND WELCOME	
1.2.	APOLOGIES	

Item No.	Title	Time
1.3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
1.4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
1.5.	MINUTES (Pages 1 - 11)	
	The minutes of the meeting held on 16 September 2015 to be agreed as correct record of the meeting, and signed by the chair.	
2.	COMMUNITY ENGAGEMENT ITEMS	1.40pm
2.1.	COMMUNITY ANNOUNCEMENTS	
	Announcements about:	
	<ul style="list-style-type: none"> • Pembroke House • Neighbourhoods Fund 2016/17 • Grow Elephant • Metropolitan Police • New Southwark Plan 	
2.2.	PETITIONS AND DEPUTATIONS	
	The chair to advise on any deputations or petitions received.	
2.3.	REPORT BACK FROM BUDGET CONSULTATION	
	Officers to feed back on the pre-meeting budget consultation session.	
2.4.	PUBLIC QUESTION TIME (Pages 12 - 14)	
	This is an opportunity for public questions to be addressed to the chair.	
	Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	

Item No.	Title	Time
3.	THEME - GREEN SPACES	2.10pm
	Councillor Barrie Hargrove, cabinet member for public health, parks and leisure, to introduce this item.	
3.1.	YOUNG PEOPLE'S SLOT	
	Young advisors	
3.2.	BURGESS PARK	
	Louise Wilcox, Burgess Park Director and Nina Chantry, Contracts and Service Manager.	
3.3.	TIMED REFUSE COLLECTIONS FROM BUSINESSES	
	Michael McNicholas, Waste & Transport Manager	
4.	OFFICIAL COUNCIL BUSINESS	3.10pm
4.1.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 20 January 2016.	
4.2.	COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15 (Pages 15 - 19)	
	NOTE: This is an executive function.	
	Councillors to consider the information contained in the report.	
4.3.	LOCAL PARKING AMENDMENTS (Pages 20 - 26)	
	NOTE: This is an executive function.	
	Councillors to consider the information contained in the report.	

Item No.

Title

Time

OTHER ITEMS:

The following items are also scheduled for consideration at this meeting:

**4.4. CYCLE QUIETWAY - BLACKFRIARS ROAD TO TOWER
BRIDGE ROAD**

**4.5. CYCLE QUIETWAY - ELEPHANT & CASTLE TO CRYSTAL
PALACE**

Date: Tuesday 10 November 2015

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

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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.

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please telephone 020 7525 7420.**

Borough, Bankside and Walworth Community Council

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

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

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

1. WELCOME AND INTRODUCTIONS

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

2. APOLOGIES

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

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES

RESOLVED:

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

6. YOUNG PEOPLE'S SLOT

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

The chair thanked the representatives for attending.

9. COMMUNITY ANNOUNCEMENTS (PART 1)

Safer Neighbourhoods Team Update

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

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

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

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

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

Councillor Neil Coyle joined the meeting at 19:40.

7. ADDRESS BY NEIL COYLE MP

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

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

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

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

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

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

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

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

Introduction

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

- The Elephant and Castle redevelopment
- Tube improvements
- Cycling

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

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

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

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

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

Elephant and Castle works

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

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

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

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

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

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

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

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

Elephant and Castle Shopping Centre

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

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

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

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

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

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

Lendlease / Elephant Park

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

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

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

The chair thanked all the speakers for attending.

9. COMMUNITY ANNOUNCEMENTS (PART 2)

Walworth Garden

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

Cycling Quietway

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

Grow Elephant

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

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

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

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

Note: This is an executive function.

Councillors noted the information contained the report.

RESOLVED:

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

11. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15

Note: This is an executive function.

Councillors discussed the information contained in the report.

RESOLVED:

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

12. PETITIONS AND DEPUTATIONS

There were none.

13. PUBLIC QUESTION TIME

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

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

The following public questions were received in writing:

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

plant and machinery up and down the turning? This was due to the hoarding placed around the site narrowing the turning [at] Stanford Place, SE17.”

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Councillors considered the question they should forward to Council Assembly.

RESOLVED:

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

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

15. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function.

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

Councillors discussed this and the other proposals.

RESOLVED:

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

Appendix 4 to the report).

- 1.5 Searles Road – convert existing single yellow lines to double yellow lines to prevent obstructive parking (see Appendix 5 to the report).
 - 1.7 Royal Road – install two car club bays as set out in S106 as part of development on Royal Road (see Appendix 7 to the report).
 - 1.8 Pilgrimage Street – amend hours of operation of existing loading only bay to at any time and amend the max stay period to 40 minutes (see Appendix 8 to the report).
2. That the following non-strategic traffic and parking arrangement, detailed in Appendix 6 of the report, be approved for a trial period of three months, after which it will be reconsidered by the community council:
- 1.6 Waterloo Road – relocate bus stand from Westminster Bridge Road to Waterloo Road to accommodate change of drivers.

16. WESTMORELAND ROAD IMPROVEMENT SCHEME

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

1. That the Westmoreland Road improvement scheme be approved to proceed to detailed design and implementation, subject to the outcome of any statutory consultation.
2. That the following minor local traffic and parking amendments in Westmoreland Road, as detailed in Appendix 1 to the report, be approved for implementation, subject to the outcome of any necessary statutory consultations and procedures:
 - 2.1 Reduction of existing double yellow lines (west of junction with Red Lion Row) to allow for the installation of resident and paid for parking bays.
 - 2.2 Extension of existing double yellow lines east of junction with Red Lion Row to improve sightlines resulting in the loss of one shared use parking bay.
 - 2.3 Convert single yellow lines to double yellow lines at the junction with Red Lion Row to allow for installation of a raised table.
 - 2.4 Extension of existing double yellow lines around the junction of Westmoreland Road and Horsley Street junction to improve visibility and enable vehicle turning movements.
 - 2.5 Removal of two shared used parking bays outside No. 11 Westmoreland Road to enable the provision of a loading bay.

Meeting ended at 10.20pm.

CHAIR:

DATED:

**Public questions received at Borough, Bankside & Walworth Community Council
16 September 2015**

Question	Response
<p>Now that the building work is finished at 148-150 Old Kent Road, London SE1, who is responsible for the repair of the pavement that the builder used to run his plant and machinery up and down the turning. This was due to the hoarding placed around the site narrowing the turning [at] Stanford Place, SE17.</p>	<p>Transport for London (TfL)'s highways inspector visited the area and found no defects with the paving which is under their remit. The land beyond the bollards has been identified as private land and is not maintainable at public expense by the council. The council's development control officers have been asked to look into this matter. They will contact the developer and request them to make good any paving not laid to specification.</p>
<p>John Ruskin Street has always been a rat run with drivers speeding up between the speeds humps, taking little regard that they are driving on a residential road that includes a primary school and, where many families with young children live. In addition to this, over the last year residents have been subjected to a daily convoy of HGV skips lorries, which starts at dawn and continues throughout the day, servicing the huge developments at Nine Elms. This continuous flow of HGV skip lorries creates a thunderous noise, unabated and exaggerated by the speed humps. Apart from the safety aspect of HGV lorries hurtling down a residential road, the noise pollution has become untenable, impacting quality of life, and causing stress for local residents. This is a residential road and urgently needs a ban on HGV's and a 20mph speed limit. What can the community council do about resolving this issue?</p>	<p>All borough roads including John Ruskin Street have a 20mph speed limit. Officers will add John Ruskin Street to the list of roads where residents feel there is a speeding problem for enforcement, which is then passed to the police (who are responsible for enforcement) on a monthly basis.</p> <p>In terms of HGV traffic, it is difficult to prove that the photographs taken by residents so far are either travelling to or from the development at Nine Elms. There are 73 developers in that area around the Southwark/Lambeth border and about 10 on-going on Nine Elms project. These projects generate around 4,000 movements a day. As part of each developers logging system and fleet operator recognition scheme (FORS) registration, officers should be able to track the vehicles and look for patterns in their daily manoeuvres, but officers would need more evidence and have asked residents to submit this.</p>
<p>Questions asked of the representatives of Transport for London (TfL) at the last community council meeting on 16 September 2015.</p>	
Question	Responses provided by TfL
<p>The closure of Tower Bridge</p>	<p>This is a City of London scheme. TfL anticipate it will be closed between October - November 2016 (tbc).</p>

Question	Responses provided by TfL
<p>Why can't bus lanes be opened up to drivers when buses aren't using them?</p>	<p>With a growing population (London is expected to have to absorb the combined populations of Birmingham and Leeds by 2030) buses and cycling are the most space efficient way for people to get around our city. Further, the most frequent cause of bus unreliability and delays for the bus service are illegal parking and driving in bus lanes. However, bus lanes aren't always just for buses. Taxis, motorcyclists and cyclists can use many of them too. Anyone can use a bus lane outside the hours of operation. The hours when you can or can't use bus lanes can differ due to the volume and frequency of buses using the route. You can enter a bus lane when the bus lane is not operational (outside the hours of operation) or when you are driving a certain type of vehicle. The times of operation and the type or types of permitted vehicle are indicated on a blue sign. The sign is located in advance of the bus lane and repeated if the bus lane is long. Read the bus lane signs to find out who can use it and when. Some signs may display the word 'local' indicating that only local bus services can use the bus lane.</p>
<p>Cycle Superhighway on St George's Road</p>	<p>The majority of works have been completed on St George's Road and at St George's Circus. Some resurfacing works remain that will be completed at night from 2 November for approximately one week. As part of the resurfacing, new road markings will be included which will make the junction much clearer to the travelling public. New signage will also be installed at this time, including signs for the bus lane which will then make it enforceable. At Transport for London we use our real-time control of traffic signals to manage congestion and to respond to incidents on London's road network. We continually monitor the network and our 24/7 traffic control centre keeps the whole city moving, balancing queues across the main strategic routes and protecting critical bus corridors. The signals are currently working as they are intended, and some queuing can be expected at the roundabout due to the signal timings. However, once the resurfacing works are completed, we expect you will experience less impact to your journey along this road.</p>

Responses provided by TfL.	Responses provided by TfL.
Providing more seats at bus stops	Bus shelters have a requirement to provide both seating for waiting passengers and areas for wheelchair and buggies/prams to shelter from the weather and also to enable passengers to clearly see oncoming buses. As such, the majority of shelters contain the maximum amount of seating possible, whilst keeping areas free for wheelchair users and those with buggies/prams.
Security vans obstructing bus lanes at Elephant and Castle.	Security vans have a general exemption for loading and unloading in bus lanes, for obvious reasons related to security.

Item No. 4.2.	Classification: Open	Date: 21 November 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Community Council Highways Capital Investment 2014/15	
Ward(s) or groups affected		All in the Community Council area	
From:		Head of Highways	

RECOMMENDATION

1. To agree the funding of the proposed schemes for the Borough, Bankside and Walworth Community Council identified 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://moderngov.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 spends. Previously decision on this item has been deferred. This report contains previous recommendations by ward members and additional schemes identified by Cathedrals ward councillors.

KEY ISSUES FOR CONSIDERATION

7. The overall budget available to the Borough, Bankside and Walworth Community Council is **£150,232**. Gladstone Street and John Ruskin Street were approved on 16 September 2015, and are also highlighted in 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.

Delivery

10. 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

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

Financial implications

12. 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

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

APPENDICES

No.	Title
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

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Himanshu Jansari, Project Engineer	
Version	Final	
Dated	4 November 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team	4 November 2015	

Funding

Devolved Community Council Funded Schemes

Under spend from previous years £38,952
 Allocation for FY 2014/15 £190,475
 Implementation Fees -£13,333
Approved Schemes Total -£65,862
 Total available for 2014/15 **£150,232**

Community Council : Borough, Bankside and Walworth Cc

Date: 4 November 2015

Schemes identified by ward members

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Gladstone Street	Cathedrals	Carriageway	£37,986	Approved on 16 September 2015
Colbrook Street	Cathedrals	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	Approved on 16 September 2015
Faunce Street	Newington	Carriageway	£29,753	
Stoney Street	Cathedrals	Carriageway	£29,847	Section between Southwark Street to Park Street
Stoney Street	Cathedrals	Footway	£83,500	
Great Suffolk Street	Cathedrals	Footway	£18,500	Western Section between Surrey Row and union Street
Davidge Street	Cathedrals	Carriageway	£23,500	
Nicholson Street	Cathedrals	Footway	£31,478	
Burrell Street	Cathedrals	Carriageway	£27,500	
Burrell Street	Cathedrals	Footway	£26,585	
		Overall Total	£505,514	

Note: to date, no feasible candidates have been put forward for East Walworth or Faraday wards

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	
	Surrey Docks	38.095	
Borough, Bankside and Walworth	Cathedrals	38.095	190,475
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
	Newington	38.095	
Camberwell	Brunswick Park	38.095	114,285
	Camberwell Green	38.095	
	South Camberwell	38.095	
Dulwich	College	38.095	114,285
	East Dulwich	38.095	
	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

Item No. 4.3	Classification: Open	Date: 21 November 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments on Great Suffolk Street	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments on Great Suffolk Street, as detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Convert existing single yellow lines to double yellow lines to prevent obstructive parking and facilitate widening of the footway.
 - 1.2 Install two new loading bays to improve servicing access for local businesses.

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 two 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

5. A number of projects are underway at the junction of Great Suffolk Street and Union Street, including the construction of the Union

Yard arches redevelopment, the Music Box, and the Quietway cycle route from Greenwich to Waterloo.

6. Working with Better Bankside, the council has secured a grant from the Greater London Authority to make improvements to the pedestrian environment between these new cultural developments.
7. An outline design has been developed which seeks to improve the public realm on the western side of Great Suffolk Street between Union Street and Surrey Row. This area has been named Union Parade during consultation.
8. The improvements include widening the existing footways on the western side of Great Suffolk Street and repaving with high quality yorkstone paving. The existing street trees are in poor condition and subject to detailed utilities investigations, the intention to remove these and replace with new trees in large tree pits with low level planting. Opportunities for seating will be incorporated into the planter design.
9. In order to facilitate the pedestrian improvements, a 60m section of single yellow line would need to be converted to double yellow line. The provision of two inset loading bays will still ensures servicing access for the local businesses.
10. Insetting the loading bays will have the added benefit of regulating kerbside loading and enabling the smooth flow of traffic along Great Suffolk Street.

Policy implications

11. 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

12. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
13. 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.
14. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendation have been implemented and observed.
15. 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.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuse

- vehicles.
- Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations 1996).
20. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
22. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters:
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the council to be relevant.

Consultation

24. The council has been working with Better Bankside, Bankside Residents Forum, and the Greater London Authority since 2011 to make improvements to Great Suffolk Street as investment has become available from funders. After holding a number of discussions and interviews with businesses and residents along the street we created a joint strategy and vision in 2012 for making improvements to the street to benefit all. This forms part of the Bankside Urban Forest programme to create the highest possible quality of public realm in the opportunity area.
25. Following the completion of the strategy, we completed works to improve the junction of Great Suffolk Street and Dolben Street in 2013.

26. This project (Union Parade) is the second phase of the strategy to be implemented.
27. Informal consultation was carried out in June and July 2015. All local residents in the immediate area were sent a letter with an outline plan showing the footway widening. An event was also held on the street on 25 June to discuss the proposals with local residents, businesses and stakeholders. The general consensus was very positive and the local community support the pedestrian improvements.
28. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations which include statutory consultation and the consideration of any arising objections.
29. 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 summarized 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 (e.g. Plans, draft orders, statement of reasons) via the council's website² 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
30. 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.
31. 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

32. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
 - Traffic orders (statutory consultation) – December 2015
 - Implementation – February – March 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: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Michael Herd 020 7525 2021

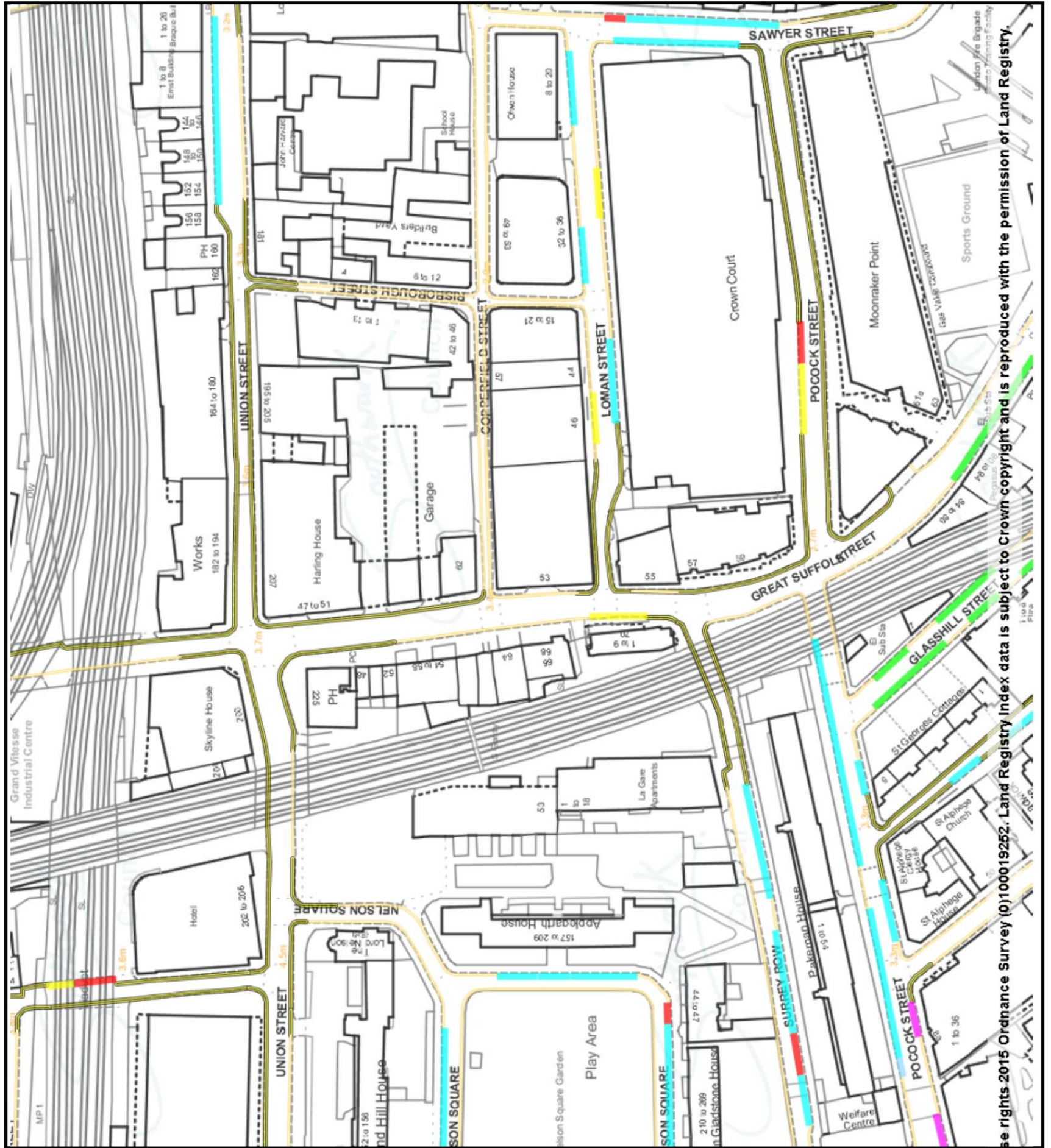
APPENDICES

Name	Title
Appendix 1	Proposed parking plan
Appendix 2	Existing parking plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Dan Taylor, Programme Manager	
Version	Final	
Dated	4 November 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		6 November 2015

Great Suffolk Street existing parking



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Show more on the map

- EXCD_OutsideOfSouthwark_mask
- EXCD_OutsideOfSouthwark_mask
- Waiting Loading Stopping
- Ind. Value with Road_marking
- Bus stop
- Double kerb stripe
- Double yellow line
- Single kerb stripe
- Single yellow line
- Yellow kerb stripe
- Zig zag

Parking bays

Ind. Value with Type

- Ambulance
- Car club
- Coach (short stay)
- Coach paid (phone or cash)
- Cycle hire
- Disabled
- Disabled (short stay)
- Doctor
- Electric vehicle recharging
- Loading only
- Loading only (goods vehicles)
- Motorcycle
- Paid (meter)
- Paid (phone or cash)
- Paid (phone or paypoint)
- Paid (phone)
- Permit holders only
- Permit holders or paid (phone or cash)
- Permit holders or paid (phone or paypoint)
- Permit holders or paid (phone)
- Permit holders or short stay
- Short stay
- Taxi
- Unrestricted parking

PROJECT

**Union Parade
Public Realm
Design**

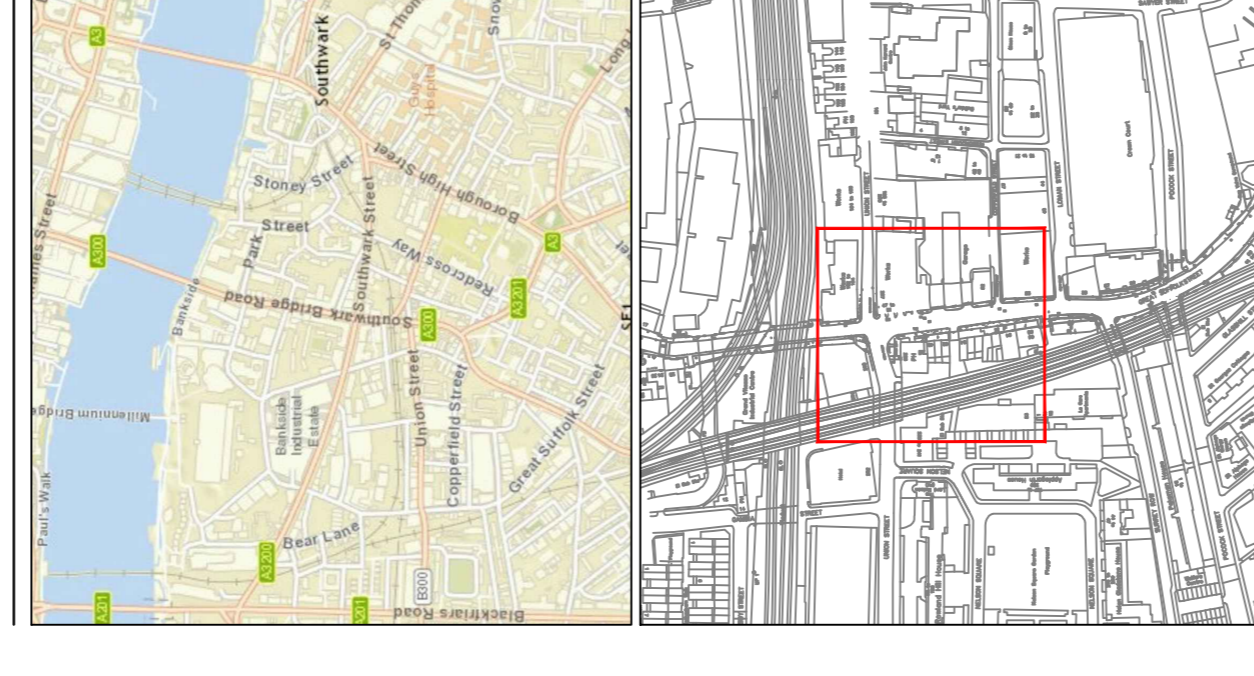
CLIENT

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LOCATION PLAN



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ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHKD	APPD	SP
-	05/11/15	MTM	MTM	DHG		

PROJECT NUMBER

60318870

SHEET TITLE

**REVISED KERBLINES AND
SIGNALS SKETCH**

SHEET 1 OF 1, SCALE 1:100 @ A1

SHEET NUMBER

60343287-C0256-SK-0001

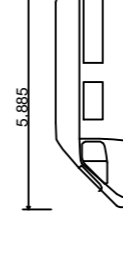
NOTES

- Drawing is based on topographical survey data supplied by LB Southwark.
- All dimensions are in metres unless otherwise stated.
- Whilst all efforts have been made to ensure the accuracy of this plan, it is shown for indicative purposes only, and is subject to change at detailed design.
- This design has not been subject to a road safety audit.
- Signal equipment to be designed by others.

KEY

- Existing Traffic Signal Pole to be relocated.
- Indicative Location of Proposed Traffic Signal Pole (to be designed by others)
- Proposed Road Markings and TSRGD Reference

VEHICLE SPECIFICATION:



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Height 2.250m
Min Body Ground Clearance 0.250m
Track Width 1.765m
Wheelbase 3.000m
Kerb to Kerb Turning Radius 6.000m

