

Bermondsey and Rotherhithe Community Council

Wednesday 27 January 2016
7.00 pm

Venue: Ground Floor Meeting Room G01 - 160 Tooley Street, London SE1
2QH

Theme: Business and enterprise with a view to encouraging local
apprenticeships and employment opportunities

Membership

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

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 19 January 2016



Order of Business

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

| Item No. | Title | Time |
|----------|--|--------|
| 3. | 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. | |
| 4. | 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. | |
| 5. | MINUTES (Pages 1 - 6) | |
| | To confirm as a correct record the minutes of the meeting held on 2 December 2015. | |
| 6. | DEPUTATIONS / PETITIONS (IF ANY) | |
| 7. | COMMUNITY ANNOUNCEMENTS | 7.05pm |
| | <ul style="list-style-type: none"> - The community council newsletter - Update on the community infrastructure project list workshops from the last meeting - Greenwich Maritime Museum - Update on the Canada Water Masterplan and consultation - Old Bermondsey Village Neighbourhood Forum | |
| 8. | COMMUNITY SAFETY UPDATE | 7.15pm |
| | Local Police Team. | |
| 9. | BUSINESS AND ENTERPRISE THEME ITEM | 7.25pm |
| | Introduction by Councillor Ian Wingfield, Deputy Leader and Cabinet Member for Business, Employment and Culture. | |
| | A brief summary from the groups involved in the workshops. | |
| | 4 workshops will take place related to the theme. | |
| | <ul style="list-style-type: none"> Workshop A – skills / training / volunteering Workshop B – employment Workshop C – businesses Workshop D – future planning | |
| | BREAK - Opportunity for residents to talk to councillors and officers | |

| Item No. | Title | Time |
|----------|---|--------|
| 10. | REQUEST FOR RELEASE OF SECTION 106 FUNDING FOR THE REFURBISHMENT OF SWAN MEAD SPORTS COURT (Pages 7 - 11) | 8.40pm |
| | Members to comment on the recommendations contained in the report. | |
| 11. | CLEANER GREENER SAFER CAPITAL PROGRAMME 2016-17 (Pages 12 - 19) | 8.45pm |
| | Michelle Normanly, Senior Project Manager, to introduce this item. | |
| | Note: This is an executive function. | |
| | Members to consider the recommendations contained in the report. | |
| 12. | PUBLIC QUESTION TIME | 8.50pm |
| | There is an opportunity for public questions to be addressed to the chair. | |
| | Residents of 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. | |
| 13. | LOCAL TRAFFIC AND PARKING AMENDMENTS | 9.00pm |
| | Note: This is an executive function. | |
| | Members to consider the recommendations contained in the report. | |
| | 13.1. LOCAL PARKING AMENDMENTS (Pages 20 - 44) | |
| | 13.2. THE INTRODUCTION OF PARKING MEASURES IN SOUTHWARK'S LEISURE CENTRE CAR PARKS (Pages 45 - 51) | |
| 14. | COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY | 9.05pm |
| | Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council. | |
| | Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team. | |
| | The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2016. | |

| Item No. | Title | Time |
|---|---|--------|
| OTHER REPORTS | | |
| The following items are also scheduled for consideration at this meeting: | | |
| 15. | CURLEW STREET - INTRODUCTION OF A LOADING BAY WITH TIME AND DAY RESTRICTIONS | 9.10pm |

Date: Tuesday 19 January 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Tim Murtagh, Constitutional Officer Tel: 020 7525 7187 or email: tim.murtagh@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

ACCESSIBLE MEETINGS

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

BABYSITTING/CARERS' ALLOWANCES

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

DEPUTATIONS

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

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



Bermondsey and Rotherhithe Community Council

Minutes of the Bermondsey and Rotherhithe Community Council held on Wednesday 2 December 2015 at 7.00 pm at Links Community Centre, 353 Rotherhithe New Road, London SE16 3HF

PRESENT:

- Councillor Sunny Lambe (Vice-Chair in the Chair)
- Councillor Evelyn Akoto
- Councillor Anood Al-Samerai
- Councillor Stephanie Cryan
- Councillor Lucas Green
- Councillor David Hubber
- Councillor Hamish McCallum
- Councillor Damian O'Brien
- Councillor James Okosun
- Councillor Leo Pollak
- Councillor Richard Livingstone
- Councillor Eliza Mann
- Councillor Lisa Rajan
- Councillor Kath Whittam
- Councillor Michael Situ

OFFICER SUPPORT:

- Alistair Huggett, Planning Projects Manager
- Ian Ransom, Project Manager in Environment and Leisure
- Doug McNab, Planning Policy Team
- Gill Kelly, Community Councils Development Officer
- Marian Farrugia, Community Councils Development Officer
- Tim Murtagh, Constitutional Officer

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

Apologies for absence were received from Councillors Bill Williams (Chair), Catherine Dale and Ben Johnson; and for lateness from Councillors Evelyn Akoto and Lisa Rajan.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 17 October 2015 be agreed as a correct record of that meeting.

Matters arising: Edward III Conservation Area

The chair read out a letter from the director of planning, that had been sent to the chair of Bermondsey and Rotherhithe Community Council on 29 October 2015. In the letter, the director of planning apologised for not keeping the community council informed about matters relating to the extension to the Edward III Rotherhithe conservation area.

6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

7. COUNCIL'S BUDGET CONSULTATION

Councillor Richard Livingstone, cabinet member for housing, explained that, as in previous years, the council was carrying out a consultation on its budget. The council was responsible for a range of services and it had been forced to make savings over the last five years of £156 million. Over the next three years, the expectation was for a further funding reduction of about £96 million.

This year's consultation exercise was interactive voting, in response to a series of eleven questions on future council funding priorities.

Residents in attendance were given voting pads and their responses were recorded for analysis along with those recorded at other community council meetings in the borough.

8. COMMUNITY ANNOUNCEMENTS

Neighbourhood Fund 2016-17

Marian Farrugia, community council development officer, explained that the neighbourhood fund 2016-17, had been launched on 2 November 2015 and would close at 12 noon on 6 January 2016. Southwark's community councils had a total of £630,000 to support activities run by local groups, for local people, across the borough.

The funding was ward-based and each ward had been allocated approximately £30,000

for community projects. Awards would generally be between £500 and £5,000. Residents were encouraged to apply if they had an idea for a community project that would enhance their local area or bring local people together. Contact: marian.farrugia@southwark.gov.uk or Tel. 020 7525 1780.

Update on Canada Water Masterplan from British Land

A spokesperson from British Land encouraged residents to join the email distribution group and receive regular updates on the development. Feedback from two recent planning sessions was available online. Newsletters were also distributed. All were welcome to attend future sessions and feedback on those would be given in due course. Consultation on the masterplan would take place in 2016.

Silvertown Tunnel

Councillor Stephanie Cryan explained that she had been working jointly with Councillor Damian O'Brien on Silvertown Tunnel as a cross party issue. They were against the idea of tolling the Silvertown Tunnel and Blackwall Tunnel as that would have a negative impact on the Rotherhithe Tunnel and the traffic and air quality in the area around Jamaica Road. The plan was to send a letter from the community council to Transport for London (TfL).

9. COMMUNITY SAFETY UPDATE

Apologies for absence were received from Inspector Steve Landers, Sergeant Chris Iliffe and PC Chris Chapman.

10. COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) WORKSHOPS

Alistair Huggett, from the planning projects team, explained that residents were invited to give their views on the current project list and suggest additional projects for inclusion.

The meeting broke up into ward based workshops with large maps to assist the discussion.

Following on from the workshops, Alistair asked for councillors to email comments to him capturing the conversations from the workshops. He added that he would probably attend the next community council with an updated list. Residents could write directly to Alistair with their project ideas or via their ward councillors.

For further information see:

www.southwark.gov.uk/info/856/planning_policy/2696/community_infrastructure_levy

Contact: alistair.huggett@southwark.gov.uk or Tel. 020 7525 5776.

11. JUBILEE CYCLE QUIETWAY

Ian Ransom, project manager from the environment and leisure team, introduced the report on cycle routes through quieter streets. He explained that the cycle route also went through the area of Borough, Bankside and Walworth Community Council and the report had previously gone to that community council for comment. The decision would be taken

by the cabinet member for environment and public realm, Councillor Darren Merrill.

Councillors raised concerns that the proposals would lead to congestion and said they would forward those to Councillor Merrill.

RESOLVED:

That the community council generally supports the recommendations in the report with the exception of the one way systems for Leathermarket Street and Tanner Street, where it was thought the traffic flows should be reversed to flow in the opposite direction.

12. PLANNING POLICY VISION FOR BERMONDSEY AND ROTHERHITHE

Doug McNab, from the planning policy team, gave a presentation.

The New Southwark Plan

- A new local plan for Southwark setting out policies for determining planning applications and identifying sites for development
- A replacement to Core Strategy (2011) and Southwark Plan (2007)
- Will include visions for how residents want different places to change
- To be adopted in 2017 after three stages of consultation

Second stage of consultation – Preferred option version

- Consultation period runs from 26 October 2015 to 12 February 2016
- Online at: www.southwark.gov.uk/newsouthwarkplan
- Comments welcomed

Area vision consultation

- Alongside consultation on the New Southwark Plan there would be consultation on area visions
- For Bermondsey and Rotherhithe, a focus on the following areas of change: London Bridge, The Blue, Canada Water
- Officers are contacting local groups to offer to attend meetings to discuss the area visions.

For enquiries and comments: please email planningpolicy@southwark.gov.uk or Tel. 020 7525 4530.

13. PUBLIC QUESTION TIME

In response to a question from a resident, the chair explained that prior to the meeting awards had been given to the winners of the Bermondsey in Bloom competition. This year's winners were:

- Winner of the resident garden category – Ayse Emirali
- Winner of the community garden category - Arundel Court Resident Association, submitted by Linda Manley
- Winner of the edible gardens category – Time and Talents, submitted by Bruno

- Lacey (award picked up by Alex Evans)
- Winner of the estate garden category – Pynfolds Garden, submitted by Edwina Mayne
- Winner of the balcony and window box category – Julio Calderon and Ve' Keech.

In response to a question about the lack of suitable road markings at Redriff Primary School (RPS), and concerns about safety, Councillor David Hubber said he had discussed the issue with the Head of RPS. It had been raised at a recent meeting of the construction group and it now was up to Barratt to come up with a solution. Councillor Lucas Green added that he was happy to also take up the issue as the chair of governors at RPS.

In response to a question about the Pumphouse Museum and whether there could be more transparency on any proposals, Councillor David Hubber said that bidding was taking place currently. He added that there was no reason why local people should not know who the bids were from and what they were for. Any successful bid would then be subject to the council's planning process.

14. LOCAL PARKING AMENDMENTS: GRANGE WALK - REMOVAL OF AMBULANCE, DISABLED BAYS AND PROVISION OF SHARED USE BAYS

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

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

Grange Walk

- removal of disabled bay
- removal of ambulance bay
- provide shared use bay.

15. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The community council considered whether to submit a question to the next council assembly meeting.

RESOLVED:

“Can the Leader of the Council make sure that a full traffic management survey is carried out for the area between Great Dover Street, Borough High Street, Tower Bridge Road and the river. Also, that it includes any information obtainable from Network Rail.”

Meeting ended at 9.30pm

CHAIR:

DATED:

| | | | |
|------------------------------------|--------------------------------|--|---|
| Item No. 10. | Classification: Open | Date: 27 January 2016 | Meeting Name: Bermondsey and Rotherhithe Community Council |
| Report title: | | Request for release of S106 funding for the refurbishment of Swan Mead sports court. | |
| Ward(s) or groups affected: | | Grange | |
| From: | | Head of Highways | |

RECOMMENDATION

1. That Bermondsey and Rotherhithe Community Council comment on the proposed release of a section 106 contribution of £130,386 for the refurbishment of the multi-use games area within the Swan Mead housing estate.

BACKGROUND INFORMATION

2. Paragraph 1 of Part 3H of the Southwark constitution sets out that the community council will comment to planning committee or its sub-committees on the proposed expenditure of funds over £100,000 secured through legal agreements under section 106 of the Town and Country Planning Act 1990, or any previous legislation where the site to which the agreement relates and the site(s) where expenditure will be incurred are in the same community council area.
3. In order to mitigate the impact of development, a local planning authority is able to require a developer to enter into an agreement pursuant to Section 106 of the Town and Country Planning Act 1990 to secure planning obligations.
4. Planning obligations can be both financial and non-financial and can cover a wide range of facilities and services.
5. On 6 October 2014 the council entered into an agreement with Linden Limited in respect of the redevelopment of the site bound by Grange Walk, Grange Yard and The Grange. This agreement, which related to the demolition of existing buildings and the redevelopment of the site to provide 167 residential units, secured, amongst other contributions, the sum of £130,386 towards the development of sport within the vicinity of the area.
6. The multi-use sports court on the Swan Mead Estate is in a very poor condition and without funding will continue to deteriorate. As a result of its current condition, the facility is under used. The games area should provide facilities for both football and basket ball but, due to the poor condition of the surface in particular (it is very uneven in places), it currently presents a health and safety risk to users. Retaining walls surrounding the court are nearing the end of their lifespan and the site is difficult to access for wheelchair users. All of the court facilities, including the lighting, goals and basketball hoops, are considered to be substandard. The current lighting system only partly works and there is a basketball hoop at only one end of the court.

7. An application from a local youth organisation for funding to begin looking at improving the facility was approved in 2015 (total award was £20,844) as part of the council's cleaner greener safer (CGS) programme and approximately £3,500 of that funding was used to commission a feasibility report. The report confirms that the current facilities are poor and that this games area requires a total refurbishment. If awarded, this funding would be used to commission the detailed design and physical improvement work. Subject to necessary local consultation, the proposed improvement works would include rebuilding of the surface, new retaining wall, new fencing, new lighting, improved access and new goal facilities. The feasibility study also estimates that the cost of all of this work would be approximately £130,000 if we include all associated professional fees and contingencies.
8. The council is legally required to spend financial planning obligations in accordance with the terms of the agreement that was used to secure them. In this case, it was agreed this particular contribution would be spent on the development of sport within the vicinity of the development site. The multi use games area within the Swan Mead housing estate is situated within close proximity to the development site (approximately 500 metres southwest) and is therefore considered to be an appropriate use.

KEY ISSUES FOR CONSIDERATION

9. Without sufficient funding for this refurbishment the works cannot take place and users of the court will remain at risk from injury due to the deteriorating condition of the surface of the existing court. Retaining walls surrounding the court are nearing the end of their lifespan and there is no easy access to the court for wheelchair users. All of the facilities at the court are substandard including the lighting and goals/basketball hoops.
10. An application for funding (made by a local youth organisation) to begin addressing the issues experienced by users of the court was approved as part of the 2015/15 CGS programme.
11. Given the amount of funding required to improve this facility to the appropriate standards it is unlikely that sufficient monies could be provided under a further CGS application and therefore suitable funding is being sought through alternative routes (i.e. Section 106).

Policy implications

12. The proposed improvements set out in this report are within the scope and aims of the council's planning policy as contained in the Core Strategy and the saved policies within the Southwark Plan. Providing an upgraded, modern and safe sports court will also encourage active lifestyles, combat obesity and inspire more residents to play sport and make use of the facility; an important part of the council's fairer future promise.
13. With reference to 'The Southwark Plan', this proposed improvement work would meet several of Southwark's policies including;
 - Strategic Policy (SP) 1 – sustainability, equality and diversity
The improvement will meet the needs of Southwark's diverse population whilst improving accessibility and quality of life.
 - SP 3 – Quality and accessibility

This improvement work would improve accessibility to the facility and would provide an element of sports infrastructure capable of meeting some of the need of local people.

- SP 6 – Accessible services
This project would improve the range and quality of Southwark's services and would be easily accessible to all sections of the community.
- SP 11 – Amenity and environmental quality
This project would improve amenities in the area.
- SP19 – Minimising the Need to Travel
Provision of a usable multi-use games area at Swan Mead would mean that local people would not have to travel far to find another facility of this nature.

Community impact statement

14. Improvements to the multi-use sports court will make the facility safer, accessible and more appealing to local residents. The refurbishment will also help to combat obesity and promote healthier lifestyles.

Resource implications

15. Staffing and any other costs connected with this recommendation to be contained within existing departmental budgets.

Legal implications

16. This report seeks authority from members of the planning committee to release the sum of £130,386 towards the cost of refurbishing the multi-use sports court situated within the Swan Mead housing estate. This sum will come from the section 106 agreement referred to in paragraph 5 above. Contributions from a section 106 agreement must be expended in accordance with the terms of the agreement that was used to secure the sum in the first place. In this case, the sum was required to be spent on the development of sport within the vicinity of the development site. The court is considered to be within the vicinity of the development and therefore the use of this contribution to improve the facility is considered suitable.
17. The policy tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 are also relevant and provide that planning obligations must be: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development and (iii) fairly and reasonably related in scale and kind to the development.
18. The agreement does not specify which project the contribution should be spent on and therefore it is for the council to reasonably allocate the funds in accordance with their specific generic purpose.
19. The decision to consider and approve section 106 agreement expenditure exceeding £100,000 is reserved to Planning Committee in accordance with Part 3D of the constitution.

Financial implications

20. This report requests approval from planning committee to the release of £130,386 S106 funds from the development site bounded by Grange Walk,

Grange Yard and The Grange, SE1; reference 14/AP/2102 (a/c number 734) towards multi-use games area on the Swan Mead housing estate as detailed in this report.

Consultation

21. This sports court was brought to the attention of the CGS team following the application made by the nearby O.B.C (a local youth club) to improve the facility. Whilst the CGS programme was unable to award the level of funding required to improve the facility, the allocated funding was used to commission initial feasibility studies.
22. Full consultation with residents and local groups would take place subject to the award of these section 106 monies, and as the initial designs are developed further. The proposal would also be subject to internal consultation with housing, parks and highways.
23. Members of the local youth club have already been informally consulted and they have confirmed that they rarely use the facility do its condition and the risk of injury.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

24. The section 106 agreement has been reviewed and it is considered the proposed expenditure accords with both the terms of the agreement itself and the relevant policy tests.

Strategic Director of Finance and Governance

25. The strategic director of finance and governance notes that the section 106 funds of £130,386 have been received by the council and are available for this project. Use of the S106 funds will be monitored as part of the council's capital programme.

Other officers

26. Director of Planning –
The development site bounded by Grange Walk, Grange Yard and The Grange, SE1, 14/AP/2102, A/C # 734 secured £1,047,457.00 in contributions, £130,386.00 of which is required to be spent on sports development within the vicinity of the site.
27. The proposed allocation accords with the agreement would provide some mitigation for the impacts of the development.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|--|---|--------------------------------|
| Copy of S106 Legal Agreement | Planning Division, 160 Tooley Street, London, SE1 | Jack Ricketts 020 7525 5464 |
| S106 Agreement - Grange Walk | | |

APPENDICES

| No. | Title |
|------------|--------------|
| None | |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Matthew Hill, Head of Highways | |
| Report Author | James Price, Project Manager, Cleaner, Greener, Safer | |
| Version | Final | |
| Dated | 13 January 2016 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments Included |
| Director of Law and Democracy | Yes | Yes |
| Strategic Director of Finance and Governance | Yes | Yes |
| Director of Planning | Yes | Yes |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 14 January 2016 | |

| | | | |
|------------------------------------|--------------------------------|---|--|
| Item No. 11. | Classification: Open | Date: 27 January 2016 | Meeting Name: Bermondsey and Rotherhithe Community Council |
| Report title: | | Cleaner Greener Safer 2016-17: Capital Funding Allocation | |
| Ward(s) or groups affected: | | Grange, Riverside, Rotherhithe, Livesey, South Bermondsey, Surrey Docks | |
| From: | | Head of Highways | |

RECOMMENDATION

1. To approve the allocation of funds for the 2016-17 cleaner greener safer (CGS) capital programme in the Bermondsey and Rotherhithe Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The council's CGS capital programme has been running since 2003.
3. In the first thirteen years of the CGS programme, £32,273,000 has been allocated to community councils leading to 2,242 projects being approved.
4. In the Bermondsey and Rotherhithe Community Council area, £7,891,912 has been allocated to 472 projects, 416 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'
 - Grants to local groups to self-deliver projects.

KEY ISSUES FOR CONSIDERATION

6. There is £492,381 available for the 2016/17 CGS capital programme for new projects in the Bermondsey and Rotherhithe Community Council area.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries, costs for events, festivals, workshops or other one-off events are not eligible for capital funding. Internal improvements to housing property and works on schools where there is no access to the general public are also not eligible. CCTV proposals are eligible

only where ongoing revenue costs have been secured. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

11. The CGS programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

Community impact statement

12. 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.
13. 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 CGS programme is an important tool in achieving community participation.
14. In fulfilling the above objectives of community councils to bring together and involve 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.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. 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 participate in public life or any other activity in which they are under-represented.

17. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

Resource implications

18. The funding for the 2016-17 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the Launch of CGS Capital Programme 2015-16 report dated August 2014.
19. 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.
20. 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.
21. 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 highways division as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

Consultation

24. All CGS projects require consultation with stakeholders, including the project applicant, local residents, tenants and residents associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

25. The allocation of the Cleaner, Greener, Safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that the Bermondsey and Rotherhithe Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is detailed in 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”.

28. The cabinet member for transport environment and recycling approved the funding for the 2016-2017 programme in August 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.
29. 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.
30. 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 16 in the community impact statement.

Strategic Director of Finance and Governance

31. This report is seeking the approval of the Bermondsey and Rotherhithe Community Council for the allocation of funds for the 2016-17 CGS programme in the Bermondsey and Rotherhithe Community Council area from the list of applications set out in Appendix 1.
32. The strategic director of finance and governance notes the resource implications contained within the report that the cost will be contained within the departmental capital budgets for CGS as part of the council's capital programme..
33. It is also noted that officers' time and any other costs connected with this recommendation will be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

| Background Papers | Held At | Contact |
|---|---|------------------------------------|
| Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014 | http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798 | Michelle Normanly 020 7525 0862 |

APPENDICES

| No. | Title |
|------------|--|
| Appendix 1 | Bermondsey and Rotherhithe Community Council Cleaner Greener Safer Capital programme 2016/17: Applications |

AUDIT TRAIL

| | | |
|---|---|--------------------------|
| Lead Officer | Strategic Director of Environment and Leisure | |
| Report Author | Michelle Normanly, Senior Project Manager | |
| Version | Final | |
| Dated | 15 January 2016 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments included |
| Director of Law and Democracy | Yes | Yes |
| Strategic Director of Finance and Governance | Yes | Yes |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | | 15 January 2016 |

**Bermondsey and Rotherhithe Community Council
Cleaner Greener Safer Capital programme 2016/17: Applications**

| Reference | Proposal Name | Ward | Type of Application |
|-----------|--|-------------|---------------------|
| 505339 | Bicycle storage for Rouel Road Estate | Grange | Capital |
| 522630 | Hall Sign post | Grange | Capital |
| 700008 | Bicycle storage for Goodwin Close SE16 | Grange | Capital |
| 524881 | Pope Street Greening | Grange | Capital |
| 532384 | Children are our future 1 | Grange | Capital |
| 532398 | Children are our future! 2 | Grange | Capital |
| 534270 | London School of Osteopathy: Grange access, wall and arch | Grange | Capital |
| 534645 | Guy Street Park Public Art | Grange | Capital |
| 534809 | Bermondsey Village Hall Flooring | Grange | Capital |
| 535595 | Goodwin Close Hanging Baskets | Grange | Capital |
| 536114 | Whites Grounds Cleaners store | Grange | Capital |
| 536162 | Vertical Garden - Crosby Row | Grange | Capital |
| 700087 | CCTV in Grange ward hotspots | Grange | Capital |
| 508049 | For our children | Riverside | Capital |
| 520675 | Arnold Estate Beautiful Balconies | Riverside | Capital |
| 520704 | Arnold Estate bicycle parking | Riverside | Capital |
| 526809 | Bermondsey Spa Beauty Project | Riverside | Capital |
| 534639 | Tackling mobile phone robberies around Bermondsey Tube Station | Riverside | Capital |
| 535134 | St James Churchyard lighting improvements | Riverside | Capital |
| 700031 | Increasing safety for residents of the Dickens Estate | Riverside | Capital |
| 536082 | Improvement and Access to old Pram Stores. Installation of new doors (10 number) | Riverside | Capital |
| 536406 | Lockwood's Square Outdoor Gymnasium | Riverside | Capital |
| 700068 | St Johns Primary School, Compass Secondary School and Bermondsey Community Kitchen Vegetable Gardeni | Riverside | Capital |
| 700086 | Designing out crime at Bermondsey Wall East | Riverside | Capital |
| 700093 | Making community safer | Riverside | Capital |
| 700094 | Working for the community | Riverside | Capital |
| 700095 | To keep the basketball court surface safe for children to play | Riverside | Capital |
| 505850 | Jarman House, Hawkstone Estate | Rotherhithe | Capital |
| 516736 | Grass over short disused tarmac path | Rotherhithe | Capital |
| 516741 | Safe cycling/Safe walking | Rotherhithe | Capital |
| 516751 | Information board for historic Metropolitan Drinking Trough | Rotherhithe | Capital |
| 519004 | Irwell Green upgrade completion | Rotherhithe | Capital |
| 519156 | Dog-free gated picnic and play area within Southwark Park | Rotherhithe | Capital |
| 519210 | Southwark Park Improvements 2017 | Rotherhithe | Capital |
| 521179 | Outdoor learning and nature in Southwark Park | Rotherhithe | Capital |
| 521932 | YOU are being watched | Rotherhithe | Capital |
| 700012 | King George's Field Improvements 2017 | Rotherhithe | Capital |
| 530769 | Green trees | Rotherhithe | Capital |
| 532843 | Albion Street Hanging Baskets | Rotherhithe | Capital |

**Bermondsey and Rotherhithe Community Council
Cleaner Greener Safer Capital programme 2016/17: Applications**

| Reference | Proposal Name | Ward | Type of Application |
|-----------|--|---------------------|---------------------|
| 533185 | Renforth Street Estate Cycle Lockers | Rotherhithe | Capital |
| 533237 | Risdon House security gates | Rotherhithe | Capital |
| 533339 | Enhance Canada Water (CW) library public realm | Rotherhithe | Capital |
| 533392 | Christopher Jones Square interpretation board | Rotherhithe | Capital |
| 533960 | Fixing London Bubble's leaking roof | Rotherhithe | Capital |
| 534719 | Pedworth Green Spot | Rotherhithe | Capital |
| 534905 | Locking Loops for Motorbikes on Hawkstone Estate | Rotherhithe | Capital |
| 534907 | Fencing and planting at John Kennedy House - Hawkstone Estate | Rotherhithe | Capital |
| 535141 | King's Stairs Gardens improvements | Rotherhithe | Capital |
| 535674 | Tech@theBede. Engaging & recording young people's activities to keep them safer in Bermondsey & Rotherhithe | Rotherhithe | Capital & Revenue |
| 700028 | Aylton Estate Cycle Lockers | Rotherhithe | Capital |
| 700029 | Swan Road Estate Cycle Lockers | Rotherhithe | Capital |
| 700030 | Albion Estate Cycle Lockers | Rotherhithe | Capital |
| 700046 | Playground for outdoor/sporting/games multi-use area for children, families and residents | Rotherhithe | Capital |
| 536059 | Transformation of Once Neglected and Hazardous Football Cage Space | Rotherhithe | Capital |
| 536439 | Ainsty Estate Playground Repaint, Repair and Enhance | Rotherhithe | Capital |
| 700075 | Alfred Salter Primary School Astro turf Improvement Programme | Rotherhithe | Capital |
| 700081 | Canada Estate bike lockers | Rotherhithe | Capital |
| 700082 | From maze to rose beds | Rotherhithe | Capital |
| 700085 | Pedworth bin storage improvements | Rotherhithe | Capital |
| 526605 | Silwood Street, SE16 defensive plants to improve the existing boundary | Rotherhithe Livesey | Capital |
| 526669 | Silverlock Estate Play Area | Rotherhithe Livesey | Capital |
| 532605 | Pilgrims' Way extended learning environment | Rotherhithe Livesey | Capital |
| 535798 | The Green Podium | Rotherhithe Livesey | Capital |
| 700010 | Manor Estate Playground | South Bermondsey | Capital |
| 532237 | Rennie estate small park | South Bermondsey | Capital |
| 534581 | Safer Lighting | South Bermondsey | Capital |
| 534911 | Bermondsey Community Kitchen Southwark Outreach and Training Unit | South Bermondsey | Capital |
| 534913 | St Johns Primary School, Compass Secondary School and Bermondsey Community Kitchen Vegetable Gardening Project | South Bermondsey | Capital |
| 535179 | Paterson Park Improvements | South Bermondsey | Capital |
| 535409 | Family picnic area | South Bermondsey | Capital |
| 535615 | Safer Longfield Parking | South Bermondsey | Capital |
| 535623 | Restore The Bermondsey Lion | South Bermondsey | Capital |
| 536152 | Wild banks seeding project | South Bermondsey | Capital |

**Bermondsey and Rotherhithe Community Council
Cleaner Greener Safer Capital programme 2016/17: Applications**

| Reference | Proposal Name | Ward | Type of Application |
|------------------|---|------------------|----------------------------|
| 536074 | Green walls | South Bermondsey | Capital |
| 534823 | Grow Your Own Veg on Newly Raised Beds at Surrey Docks Farm | Surrey Docks | Capital |
| 535529 | Stave Hill Sewerage | Surrey Docks | Capital |
| 536075 | Pond signage in Russia Dock Woodland (RDW) | Surrey Docks | Capital |
| 536192 | Lavender Pond Bore Hole | Surrey Docks | Capital |
| 700067 | St Johns Primary School, Compass Secondary School and Bermondsey Community Kitchen Vegetable Garden | Surrey Docks | Capital |
| 700098 | Railings revamp Greenland Dock | Surrey Docks | Capital |

| | | | |
|------------------------------------|--------------------------------|---|---|
| Item No. 13.1 | Classification: Open | Date: 27 January 2016 | Meeting Name: Bermondsey and Rotherhithe Community Council |
| Report title: | | Local traffic and parking amendments | |
| Ward(s) or groups affected: | | Livesey, Rotherhithe, Surrey Docks and Grange | |
| From: | | Head of Highways | |

RECOMMENDATIONS

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 Rotherhithe Street – Install double yellow lines to provide unrestricted access to entrance of No.135.
 - 1.2 Smith Close – install double yellow lines to maintain access and to improve sight lines at the junction with Salter Road
 - 1.3 Pages Walk – remove existing shared use parking bay and install double yellow lines to provide access for emergency and delivery vehicles.
 - 1.4 Rotherhithe Street – install double yellow lines to provide access to the off street car park at Columbus Court.

2. It is recommended that the objections received against a non-strategic traffic management matter are considered and determined as follows:
 - 2.1 Hatcham Road industrial area – that the objection made against the proposal to install double yellow lines on Hatcham Road be considered and rejected, and officers instructed to proceed and make the traffic order, notify the objectors and implement the works.

BACKGROUND INFORMATION

3. Paragraph 15 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
 - determination of objections to traffic management orders that do

not relate to strategic or borough-wide issues

4. This report gives recommendations for four local traffic and parking amendments, and 1 objection involving traffic signs, waiting restrictions and road markings and determination of objections to a proposed traffic management order.
5. 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

6. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
7. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
8. Local parking amendments are batched together and carried through a quarterly programme. During the third quarter of 2015/16, the council is proposing four LPA's as summarised in figure 1.
9. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

| Location | Proposal | Appendix |
|--|---|----------|
| Rotherhithe Street - outside No.135 | To install double yellow lines to provide unrestricted access to the entrances of No.135. | 1 |
| Smith Close junction with Salter Road | To install double yellow lines to maintain access and to improve sight lines at the junction with Salter Road. | 2 |
| Pages Walk outside Old School House | To remove the existing shared use parking bay and to install double yellow lines to prevent parking and to improve access and safety for all road users | 3 |
| Rotherhithe Street - opposite Columbus Court | To install double yellow lines opposite the car park of Columbus Court and along Rotherhithe Street. | 4 |

Figure 1

10. Statutory consultation has recently been carried out on an item approved by the community council on 17 October 2015. During the statutory consultation, one objection to the proposal was received.
11. The detail of the objection is summarised in figure 2. The associated appendix contains detail on the objection and a detailed design of the proposal.

| Location | Proposal | Appendix |
|------------------------------|--|----------|
| Hatcham Road industrial area | To install double yellow lines to improve traffic flow and access for large vehicles | 5 |

Figure 2**Policy implications**

12. 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

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
14. 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.
15. All the introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. 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.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. 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

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

Legal implications

20. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.

21. 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).
22. 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.
23. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
24. 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.
25. 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

26. For the recommendations in paragraph 1, 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.
27. 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 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
28. 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.

29. 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.
30. For the recommendations in paragraph 2, this report is for the community council to determine an objection already received.

Programme Timeline

31. If these item are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – March to April 2016
 - Implementation – May to June 2016

BACKGROUND DOCUMENTS


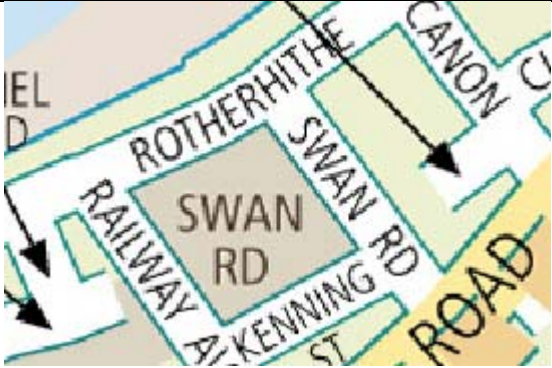
| Background Papers | Held At | Contact |
|---------------------|---|------------------------------|
| Transport Plan 2011 | Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011 | Leah Coburn 020 7525 4744 |

APPENDICES

| No. | Title |
|------------|--|
| Appendix 1 | Rotherhithe Street – install double yellow lines |
| Appendix 2 | Smith Close – install double yellow lines |
| Appendix 3 | Pages Walk – install double yellow lines |
| Appendix 4 | Rotherhithe Street – install double yellow lines |
| Appendix 5 | Hatcham Road industrial area – objection determination – install double yellow lines |

AUDIT TRAIL

| | | |
|---|--------------------------------|--------------------------|
| Lead Officer | Matthew Hill, Head of Highways | |
| Report Author | Paul Gellard, Senior Engineer | |
| Version | Final | |
| Dated | 14 January 2016 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments Included |
| Director of Law and Democracy | No | No |
| Strategic Director of Finance and Governance | No | No |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 14 January 2016 | |

|  | | Local parking amendment | Appendix 1 |
|---|---|--|------------|
| Reference | 15/16_Q3_004 | Location overview | |
| Location | Rotherhithe Street - outside No.135 |  | |
| Proposal | To install double yellow lines to provide unrestricted access to the entrances of No.135. | | |
| Community council meeting | Bermondsey and Rotherhithe | | |
| Community council date | 27 January 2016 | | |
| Ward(s) affected | Rotherhithe | | |

Background

In August 2015, the parking design team was contacted by the owner of No.135 Rotherhithe Street who asked that a length of double yellow line, be installed outside the entrances to No.135 to prevent inconsiderate parking and to maintain access.

Rotherhithe Street (B205) runs the entire length of the peninsula and is predominately residential with large apartment buildings. This section is close to Rotherhithe train station and there is high demand for kerb side space.

The carriageway varies in width and there are existing double yellow lines at points where the carriageway is too narrow for parking.

Officers investigation and recommendation

An officer carried out a site visit on the 9 October 2015 to assess the parking situation and to determine if the request could be met. It was noted that there were vehicles parked in front of the two sets of doors to No.135. This severely reduces access in and out of the building for goods and pedestrians.

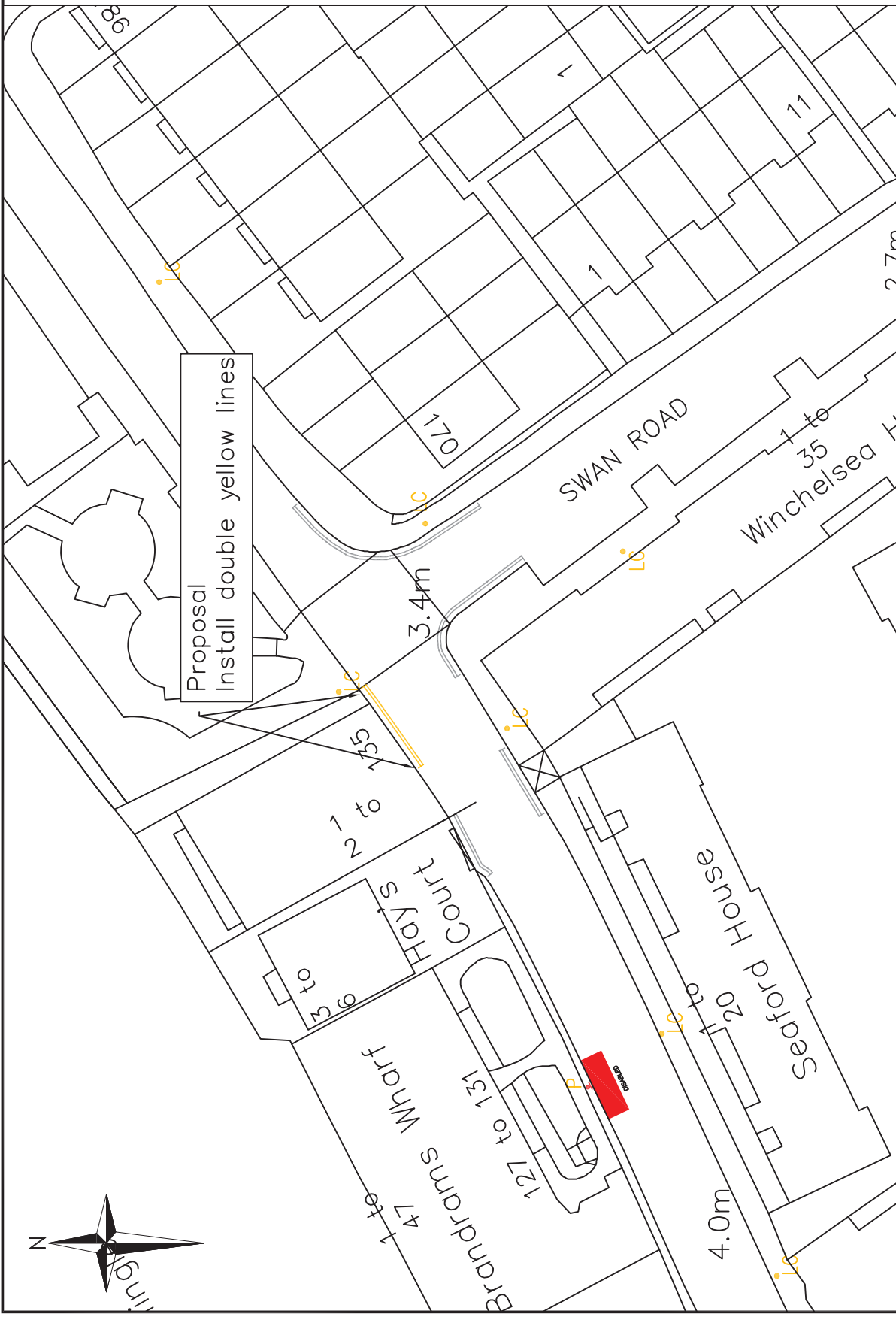
The building is a converted warehouse/wharf building. There is no footway outside No.135, just a raised kerb and the access to the building is straight off the highway. Parking at this location is unrestricted which means there is nothing preventing vehicles parking adjacent to the two entrances.

The resident has stated that they have on occasion been unable to leave the building as a vehicle was parked right up to the door. A warning notice is placed on the single door stating 'No parking, access in use 24hrs'. However, this doesn't seem to act as a deterrent. The current on-street situation means any motorist parking inconsiderately, would prevent any access to the property.

It is therefore proposed that double yellow lines are installed adjacent to the two sets of doors at the eastern end of the frontage to prevent parking and provide space for access to the building. (See photo).



EXISTING DOUBLE YELLOW LINES
 PROPOSED DOUBLE YELLOW LINES



Proposal
 Install double yellow lines




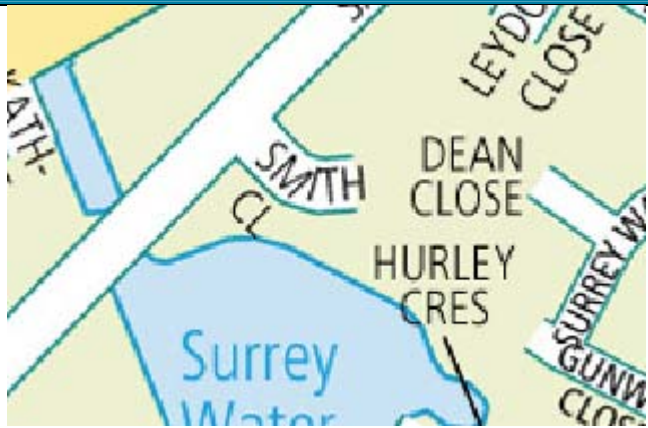
| | | | |
|-------------------|-----------------|----------------------------|-----|
| Community Council | | BERMONDSEY AND ROTHERHITHE | |
| Ward(s) | | ROTHERHITHE | |
| Date | Scale | Drm | Chk |
| 10/10/15 | 1:500@A4 | MH | PG |
| Dwg No. | 1516Q3_004 | | Rev |
| Status | DETAILED DESIGN | | Rev |
| | | | A |

| | |
|---------------|--|
| Project | 1516Q3 LOCAL PARKING AMENDMENTS |
| Drawing Title | ROTHERHITHE STREET PROPOSED DOUBLE YELLOW LINES |



Public Realm Projects
 Parking Design
 Environment and Leisure
 Floor 3, Hub 1
 Southwark Council
 160 Tooley Street
 PO Box 64529
 London, SE1P 5LX
www.southwark.gov.uk/parkingprojects

| Rev | Date | Description | Drm | Chk | App |
|-----|------|-------------|-----|-----|-----|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

|  | | Local parking amendment | Appendix 2 |
|---|--|--|------------|
| Reference | 15/16_Q3_005 | Location overview | |
| Location | Smith Close - junction with Salter Road |  | |
| Proposal | To install double yellow lines to maintain access and to improve sight lines at the junction with Salter Road. | | |
| Community council meeting | Bermondsey and Rotherhithe | | |
| Community council date | 27 January 2016 | | |
| Ward(s) affected | Surrey Docks | | |

Background

In August 2015, the parking design team was contacted a resident of Smith Close who requested that double yellow lines are installed at the junction with Salter Road to prevent parking in order to maintain access.

Smith Close consists of solely residential properties and is a quiet cul-de-sac with a shared surface with no separate footways. It is unrestricted with private garages and some fenced off private parking spaces.

Officers investigation and recommendation

An officer carried out a site visit with the resident on the 9 October 2015 to assess the situation and to determine if the request could be met.

During the site visit there were no vehicles parked at the junction but it was noted that the entrance from Salter Road into Smith Close is narrow and if vehicles were to park, this would make access for an emergency vehicles difficult. Smith Close is a shared surface with no clear footways and pedestrians use the same space as vehicles so the provision of clear inter-visibility between drivers and pedestrians is important. Extending the yellow lines further into Smith Close will also allow two vehicles to pass each other and ensure there is no blockage on the access road from Salter Road to Smith Close

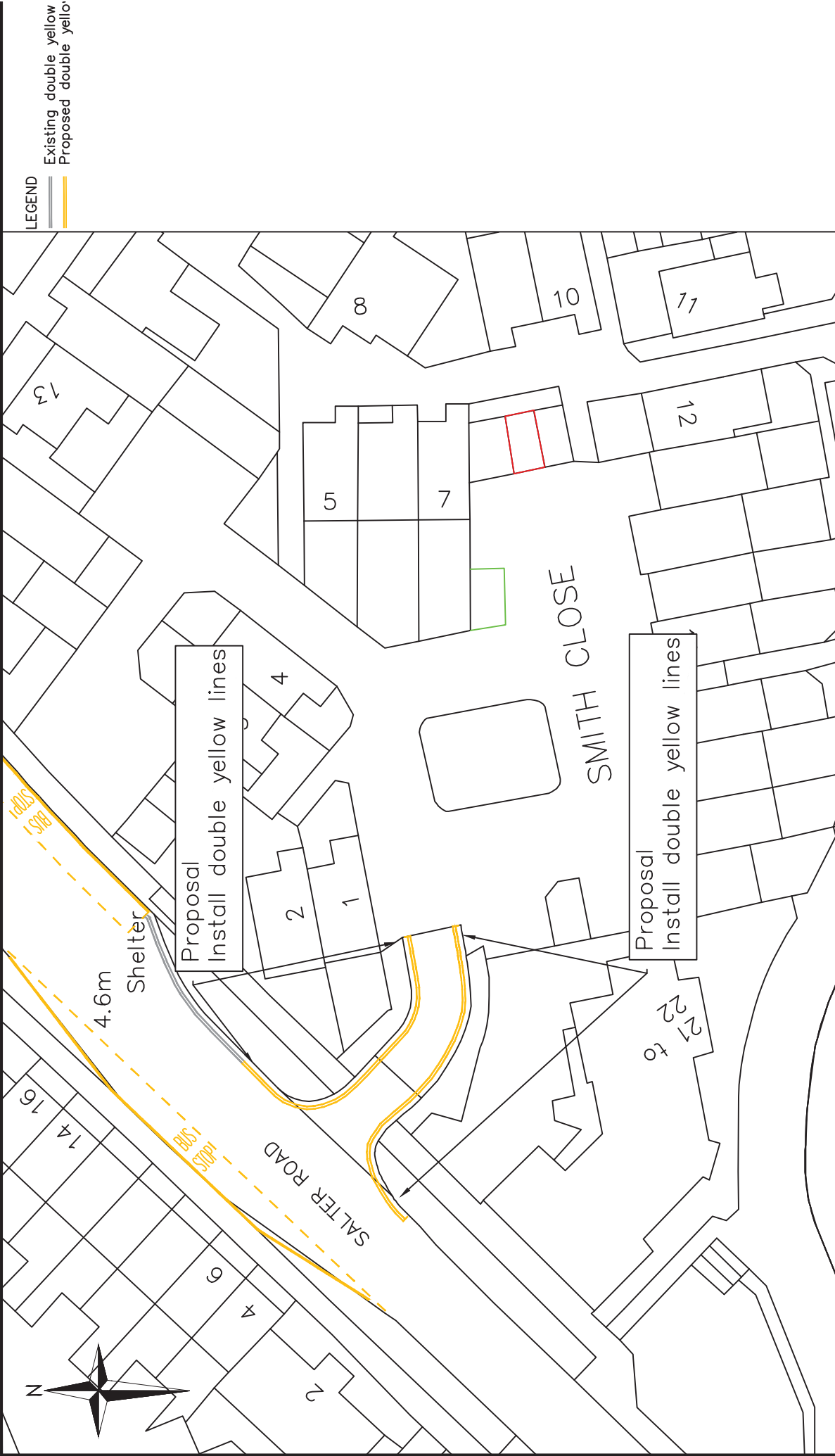
It is recommended, as shown drawing overleaf, that double yellow lines are installed at the junction and entrance of Smith Close to prevent parking, to improve access and safety for all road users.

Further reasons the council recommend double yellow lines on road junctions include:

- The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
- 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. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- 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.

- 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.





LEGEND
 Existing double yellow lines
 Proposed double yellow lines



| | | | | | | | | | | | | | | |
|---|---|--|---|--|--|--|---|-----------------|------------------|------------------|-----------------|----------------------------|--------------|----------|
| Public Realm Projects Parking Design | Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects | |  | Project 1516 LOCAL PARKING AMENDMENTS Drawing Title SMITH CLOSE PROPOSED DOUBLE YELLOW LINES | Community Council BERMONDSEY AND ROTHERHITHE Ward(s) SURREY DOCKS | Date 07/10/15 Dwg No. 1516Q3005 | Scale 1:500 @ A4 Status SURREY DOCKS | Dm MH | Chk PG | App PG | Rev A | Description Description | Date Date | Dm Dm |
| | © Crown copyright and database right 2014 Ordnance Survey 010001923Z | | | | | | | | | | | | | |

\\legsl-001-rs\1516\Drawings\PROJECTS\2015_16\1516 - Local Parking Amendments\QSV\LINE\1516_Q3_PA_005_Smith_Close\Drawings\1516Q3005_Smith_Close.dwg

|  | | Local parking amendment | Appendix 3 |
|---|--|--|------------|
| Reference | 15/16_Q3_015 | Location overview | |
| Location | Pages Walk - outside the School House |  | |
| Proposal | To remove the existing shared use parking bay and to install double yellow lines to prevent parking and to improve access and safety for all road users. | | |
| Community council meeting | Bermondsey and Rotherhithe | | |
| Community council date | 27 January 2016 | | |
| Ward(s) affected | Grange | | |

Background

In October 2015, the parking design team was contacted by a resident of Pages Walk who requested that the existing shared use parking bay, outside the Old School House is removed and double yellow lines are installed to prevent parking to maintain vehicular access.

Pages Walk is part of Grange (G) controlled parking zone (CPZ) which operates Monday to Friday, 8.30am to 6.30pm.

Officers investigation and recommendation

An officer carried out a site visit on 23 October 2015 to assess the situation and to determine if the request could be met.

During the site visit it was noted that the width of highway is 5.8 metres from kerb to kerb, but between the two existing shared use parking was less than 1.8 metres, this would make it impossible for any emergency vehicle or waste collection vehicle to pass if the parking bays on both sides of the carriageway were occupied.

It should be noted that the London Fire Brigade require 3.5 metres on clear carriageway to access equipment carried on the pumping appliance when at the location of an emergency and 2.7 metres of clear carriageway to travel along.

It is recommended, as shown on the drawing overleaf, that the existing shared use parking bay outside the Old School House is removed and double yellow lines are installed to prevent parking and improve access and safety for all road users.

This proposal will result in the removal of six residential parking spaces.


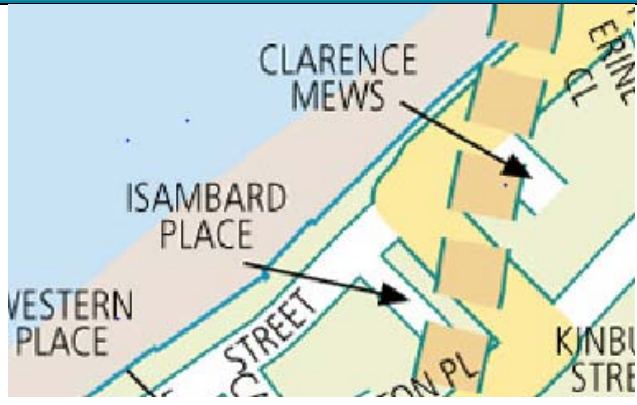


Proposal
Remove 1028.4 bay markings
Install double yellow lines

- Legend**
- Existing single yellow line
 - Existing double yellow lines
 - Proposed double yellow lines
 - Shared use bay (permits/pay and display/pay by phone)

| | | | | | |
|--|--|--|--|-------------------------|---------------------------------------|
| 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 BERMONDSEY AND ROTHERHITHE | | |
| | Drawing Title PAGES WALK REMOVE SHARED USE BAY INSTALL DOUBLE YELLOW LINES | | Ward(s) GRANGE | | |
| | Date 23/10/15 | | Scale 1:500 @ A4 | Date 23/10/15 | Date 23/10/15 |
| | | | DWG No. 1516Q3015 | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |
| | | | | Rev A | Description DETAILED DESIGN |



|  | | Local parking amendment | Appendix 4 |
|---|--|--|------------|
| Reference | 15/16_Q3_021 | Location overview | |
| Location | Rotherhithe Street - opposite Columbus Court between Brunel Road and Clarence Mews |  | |
| Proposal | To install double yellow lines to provide unrestricted access to the garages at Columbus Court and along Rotherhithe Street. | | |
| Community council meeting | Bermondsey and Rotherhithe | | |
| Community council date | 27 January 2016 | | |
| Ward(s) affected | Rotherhithe | | |

Background

In November 2015, the parking design team was contacted by a local resident who asked that a length of double yellow line be installed opposite the entrances the garages at Columbus Court to prevent parking and to maintain access to the off-street parking.

Rotherhithe Street (B205) runs the entire length of the peninsula and is predominately residential with large apartment buildings. The carriageway varies in width and there are existing double yellow lines at points where the carriageway is too narrow for parking.

Officers investigation and recommendation

An officer carried out a site visit on the 25 November 2015 to assess the situation and to determine if the request could be met.

Rotherhithe Street is predominately residential and many properties have off-street parking. Most vehicles parked in this section of Rotherhithe Street appear to be commuters as there is easy access to the Rotherhithe train station and bus routes with onward connections to the Canary Wharf and the City.

At the time of the visit there were no vehicles parked opposite Columbus Court and access to the garages was unrestricted, however it was noted that if vehicles were parked on the opposite side of the carriageway it would reduce access into the garages and obstruct access for large delivery, refuse and emergency vehicles.

The resident has supplied photographic evidence that shows vehicles parked on both sides of the carriageway. This reduces the width of the road and makes travel along Rotherhithe Street very difficult for large vehicles to pass. (see photo).

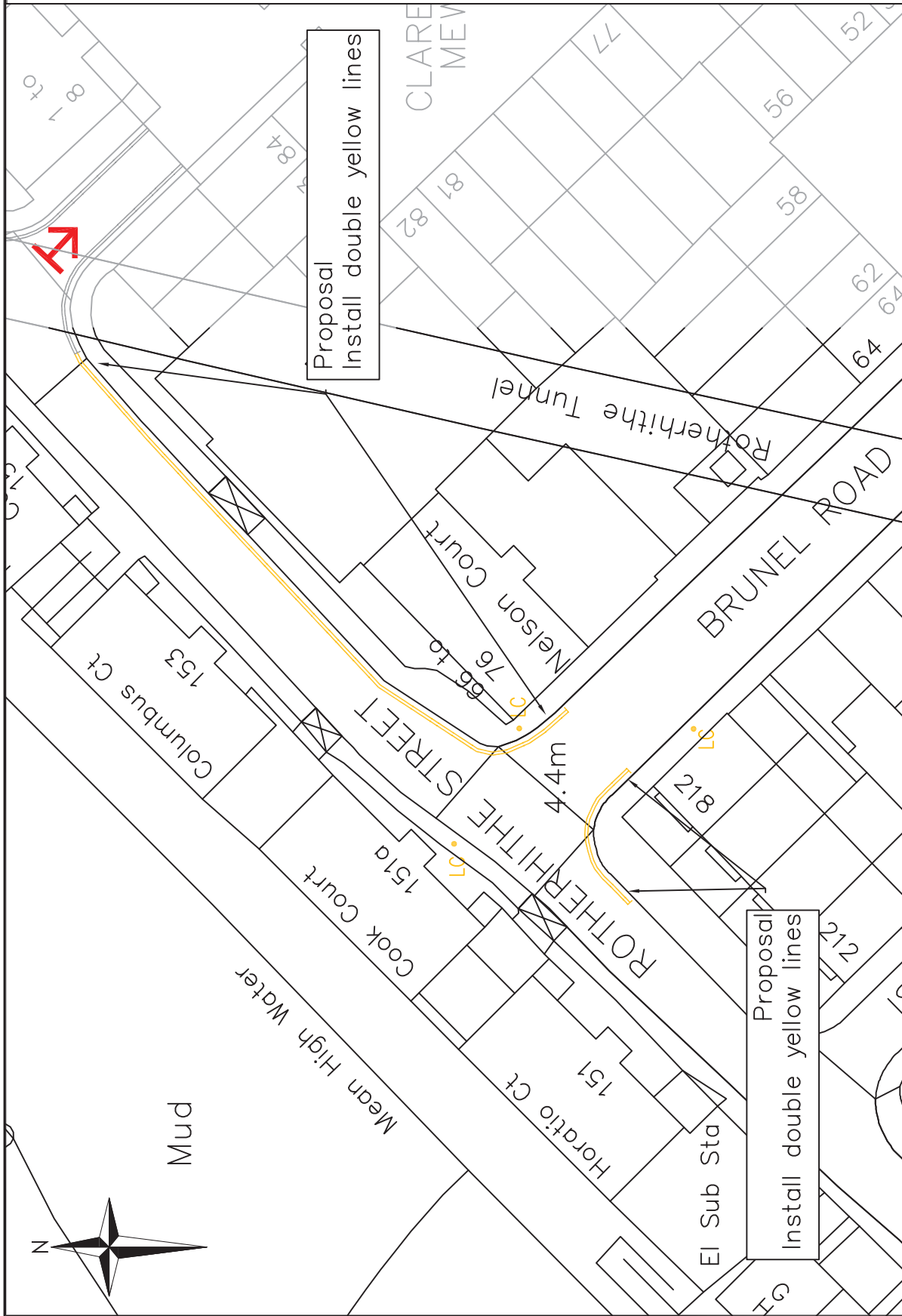
The carriageway width in this section of Rotherhithe Street varies between 7 metres and 5.8 metres. When vehicles park on both sides of the carriageway it reduces the available carriageway to 2 metres.

The London Fire Brigade (LFB) guidance asks where possible that 3.1 metres of carriageway is maintained, this would be achieved if parking is reduced to one side of the carriageway.

It is recommended, as shown in the drawing overleaf, that double yellow lines are installed on the southeast side of Rotherhithe Road between the junction with Brunel Road and the entrance to Clarence Mews. This would prevent parking opposite the entrance to Columbus Court, ensuring vehicles can enter and leave the garages and will maintain access for waste collection and emergency vehicles traveling along this section of Rotherhithe Street.





EXISTING DOUBLE YELLOW LINES
 PROPOSED DOUBLE YELLOW LINES



| | | | | | |
|--|---|--|--------------|-------------------------------|----------------------------|
| Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects | Project 1516Q3 LOCAL PARKING AMENDMENTS Drawing Title ROTHERHITHE STREET PROPOSED DOUBLE YELLOW LINES | Community Council BERMONDSEY AND ROTHERHITHE | | Ward(s) ROTHERHITHE | |
| | | Date 17/11/15 | Scale NTS | Dm MH | Chk PG |
| Status 1516Q3_021 | | Status DETAILED DESIGN | | Rev A | Description Description |
| Rev Description Description | | Rev Description Description | | Dm Chk App | Description Description |



|  OBJECTION REPORT – Hatcham Road industrial area | | Appendix 5 |
|--|--|---|
| Reference | 15/16_Q2_025 | Location overview  |
| Location | Hatcham Road/Penarth Street/ Manor Grove/ Record Street and Ormside Street | |
| Proposal | To install double yellow lines to improve traffic flow and access for large vehicles | |
| Community council meeting | Bermondsey and Rotherhithe | |
| Community council date | 27 January 2016 | |
| Ward(s) affected | Livesey | |

Background

At the meeting held 17 October 2015, the Bermondsey and Rotherhithe community council approved this proposal for statutory consultation.

The parking design team was contacted by a business on Hatcham Road regarding access for large delivery vehicles to their site.

The area in which Hatcham Road is located contains five streets that make up an industrial estate. There are only two entry points off Ilderton Road into this area which contain factories, warehouses and churches.

An officer met with representatives of the business on 23 July 2015, to discuss the issue of obstructive parking that can prevent large lorries delivering materials to their factory and products being dispatched.

The factory has a yard which allows rigid vehicles to load/unload off-street but when large articulated lorries deliver or collect they tend to load/unload on-street adjacent to the gates of the yard. The majority of deliveries take place Monday to Friday and this increases during busy periods, especially before Christmas.

The London Fire Brigade (LFB) carried out two visits to this area, the first on Saturday 15 August 2015 and the second Thursday 20 August 2015. They raised concerns regarding access due to obstructive parking in different locations either during the week or on the weekend.

Hatcham Road and Record Street were a concern for the LFB for access during the week and Manor Grove, Hatcham Road and Ormside Road on the weekend.

In addition, the road network manager raised concerns with access and obstruction to the public highway on Record Street between Hatcham Road and Ilderton Road (slip road). There is a waste recycling depot at the junction of Record Street and Ilderton Road slip road and in August 2015 there was a fire at this location.

Officers have over the years visited this industrial estate and introduced at any time waiting restrictions (double yellow lines) in an ad hoc way. With feedback from the LFB and officer observations it is felt these recommendations will provide access for large vehicles to businesses in the estate and address the concerns about emergency service vehicle access.

Objections detail

Statutory consultation was carried out between 19 November 2015 and 10 December 2015. During this period one objection was received in relation to the proposal to introduce double yellow lines on Hatcham Road. The main points of the objection can be summarised as:

- There is already a lack of parking spaces for residents and would make the parking situation difficult for residents
- Concerns about the safety of staff walking to their vehicle
- Double yellow lines would not stop obstructive parking
- Concerns about anti-social behaviour

Officers wrote to the objector responding to the points they raised in their objection. They were also advised that their objections would be sent to the Bermondsey and Rotherhithe community council for determination.

Recommendation

It is recommended that the double yellow lines are installed to improve access for large vehicles and to prevent obstruction:

- On the west side of Hatcham Road (between Penarth St and Manor Grove)
- The south side of Record Street (Between Hatcham Road and Ilderton Road)
- The north side of Record St (between Ormside St and Hatcham Road)
- The north side of Penarth St (between Hatcham Road and Ilderton Road)
- Short lengths along Manor Grove

As detailed in drawing, officers recommend that the objection be considered and rejected. The original intention of this scheme is to facilitate safety and vehicular access and there is no other way of achieving this within the public highway other than the provision of waiting restrictions. It is also recommended that officers be instructed to write to the objector to explain the decision, and then proceed to make the traffic order and implement the works.

Herd, Michael

From: [REDACTED]
Sent: 02 December 2015 10:11
To: Herd, Michael
Subject: Re: [REDACTED] - Hatcham Road - objection to proposed WR

Dear Michael Herd

Thank you for this and passing these issues to the Parking Ops and Community Safety Teams. I await the meeting on 27th January with interest.

Yours sincerely

[REDACTED]

On 2 Dec 2015, at 09:44, Herd, Michael <Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your reply and acknowledge that you wish to maintain your objection.

Your objection will now be sent to Bermondsey and Rotherhithe community council at the meeting being held 27 January 2015. At that meeting councillors will determine the objection and instruct officer accordingly.

I feel that I should clarify the situation regarding the site meeting, held 23 July 2015, this was at the request of one of the businesses on Hatcham Road to discuss their issues regarding access and loading/unloading availability. We were solely responding to the request of the business and did not invite any other businesses.

I will pass your concerns regarding the illegal parking to the council Parting operations team.

I will also forward your email regarding the anti-social behaviour and concerns regarding staff safety onto the councils Community Safety and Enforcement Team who will contact you directly.

I feel that you should also contact the police regarding the criminal behaviour you mention in your response.

Regards

Michael Herd

From: [REDACTED]
Sent: Tuesday, December 01, 2015 8:09 PM
To: Herd, Michael
Subject: Re: [REDACTED] - Hatcham Road - objection to proposed WR

Dear Michael Herd

Thank you for your prompt response.

We met with no officers on the 23rd July 2015. We received no correspondence to inform us of a proposed visit. The cafe next door to us has told us that that is their experience also and

our other neighbour, whom I approached this morning, has said the same. I was on annual leave on 23rd July but find it highly unlikely that such a notification would not have come to me through my staff and our management communications systems. Could you provide copies of the notification or proof of delivery please? Thank you.

It is no surprise at all that the LFB raised concerns due to obstructive parking, especially at the weekends but at all times during the week and both in the daytime and at night. This is due to the visitors to the church parking illegally, double parking, blocking business entrances and parking on the kerbs. The local residents and business owners have complained bitterly and at length about the failure to curtail the churches activities, most especially when they operate as night clubs and hostels, and about the aggressive behaviour shown to the workforce on the estate by the gangs who frequent the churches. The notion that the people currently parking illegally, often with fake number plates and fake disability stickers, will adhere to the new yellow lines is risible. Creating double yellow lines will not prevent obstructive parking. Tackling the illegal activities of the churches will.

I also fully understand that the council has a duty to ensure safety above providing parking. I believe that the yellow lines will endanger my staff as they will have to walk further, in the hostile atmosphere of the estate, to their cars or public transport. My building has been 'tagged' three times in the last two weeks by rival gangs. It is common knowledge that the recent shooting has exacerbated an always virulent gang culture prevalent amongst the churches rival gangs and our once calmly industrious estate now hosts an ongoing turf war between gangs armed with knives and guns. It is no exaggeration to say that our staff are concerned for their safety and we have had delivery drivers refuse to enter the estate, not because of a lack of double yellow lines but because of the aggressive behaviour they have endured from the young men that now patrol our area.

We run an industrious law-abiding company that has contributed to Southwark for more than a quarter of a century. The failure to curtail illegal activities has seriously hampered our ability to conduct our business and we are now being asked to pay for the anti-social activities of others. The implementation of yellow lines will put our staff in danger. I believe some will leave as a result and I believe it will be almost impossible to recruit replacements. We have always had a proud history of recruiting a much higher number of women than the industry norm. They now have to be accompanied to their cars in the evening when it is dark. We often do the same for our male staff. We need to enable our staff to park close by the company for their health and well-being.

We maintain our objection.

Yours sincerely

[REDACTED]

On 26 Nov 2015, at 12:34, Herd, Michael
<Michael.Herd@southwark.gov.uk> wrote:

Dear [REDACTED],

Thank you for your objection, dated 26 November 2015, in regard to the proposed waiting restrictions (double yellow lines) on Hatcham Road.

Background

The area in which Hatcham Road is located contains five streets that make up an industrial estate. There are only two entry points off Ilderton Road into this area which contain factories, warehouses and churches.

An officer met with representatives of the business on 23 July 2015, in Hatcham Road to discuss the issue of obstructive parking that can prevent large lorries delivering materials to their factory and products being dispatched.

The London Fire Brigade (LFB) carried out two visits to this area, the first on Saturday 15 August 2015 and the second Thursday 20 August 2015. They raised concerns regarding access due to obstructive parking in different locations either during the week or on the weekend.

Hatcham Road and Record Street were a concern for the LFB for access during the week and Manor Grove, Hatcham Road and Ormside Road on the weekend.

The majority of deliveries take place Monday to Friday and the number of deliveries increases before the Christmas period.

In addition, the road network manager raised concerns with access and obstruction to the public highway on Record Street between Hatcham Road and Ilderton Road, slip road.

There is a waste recycling depot at the junction of Record Street and Ilderton Road slip road and in August 2015 there was a fire at this location and there were concerns regarding the amount of skips and vehicles on the highway.

Officers have over the years visited this industrial estate and introduced at any time waiting restrictions (double yellow lines) in an ad hoc way. With feedback from the LFB and officer observations it is felt these recommendations will provide access for large vehicles to businesses in the estate and address the concerns about emergency service vehicle access.

On 17 October 2015 the Bermondsey and Rotherhithe Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines in the Hatcham Road area to improve access, sight lines at junctions with Manor Grove and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist large delivery vehicle at the junctions but to provide better access to businesses within the area, and to provide access for emergency vehicles which was a concern raised by the London Fire Brigade.

Vehicles parked at or close to a junctions have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which 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.
- those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.

- The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
- The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated 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).

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

It is therefore recommended that, as shown attached drawing, that double yellow lines are installed to improve access for large vehicles and to prevent obstruction:

- on the west side of Hatcham Road (between Penarth St and Manor Grove)
- The south side of Record Street (Between Hatcham Road and Ilderton Road)
- The north side of Record St (between Ormside St and Hatcham Road)
- The north side of Penarth St (between Hatcham Road and Ilderton Road)
- Short lengths along Manor Grove.

Part of the proposal is to install double yellow lines opposite your business (west side of Hatcham Road (between Penarth St and Manor Grove), this will provide a loading/unloading facility for your business as double yellow lines still allow loading to take place and east side where your business is situation remains unrestricted

Please let me know by 3 December 2015, if I have answered your concerns or if you wish to maintain your objection to this proposal.

Regards

Michael; Herd
Network development officer
Network development
Highways

-----Original Message-----

From: Herbert, Richard On Behalf Of traffic orders
Sent: Thursday, November 26, 2015 8:39 AM
To: Herd, Michael
Subject: [REDACTED] - Hatcham Road - objection to proposed WR

-----Original Message-----

From: Administrator, Information
Sent: Wednesday, November 25, 2015 5:32 PM
To: traffic orders
Subject: Consultation response

[Title]

Mr

[Firstname]

[REDACTED]

[Lastname]

[REDACTED]

[Telephone_number]

[REDACTED]

[Email_address]

[REDACTED]

[Areyou]

A business

[Whichconsultation]

Hatcham Road

PRP/ND/TMO1516-030

[overallresponse]

5. I wholly object to

[response]


To restrict the parking opportunities so drastically would be to effectively eradicate our business, established on Hatcham Road for more than 25 years. The vast majority of parking problems have emerged as a result of the churches that have been allowed to emerge on what should be a strictly commercial area. That we at [REDACTED], who have contributed to the business area for a quarter of a century, should be effectively driven out of business because Southwark Council have failed to curtail the often illegal activities of some of these churches is little short of a disgrace. We have staff who need to park, we take deliveries which require substantial time to complete and we have to receive visitors from all over London, many of whom expect to park their cars in the area. I beg you to reconsider this proposal and am not exaggerating when I say that I honestly believe it will drive a significant amount of business from the Southwark Borough.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

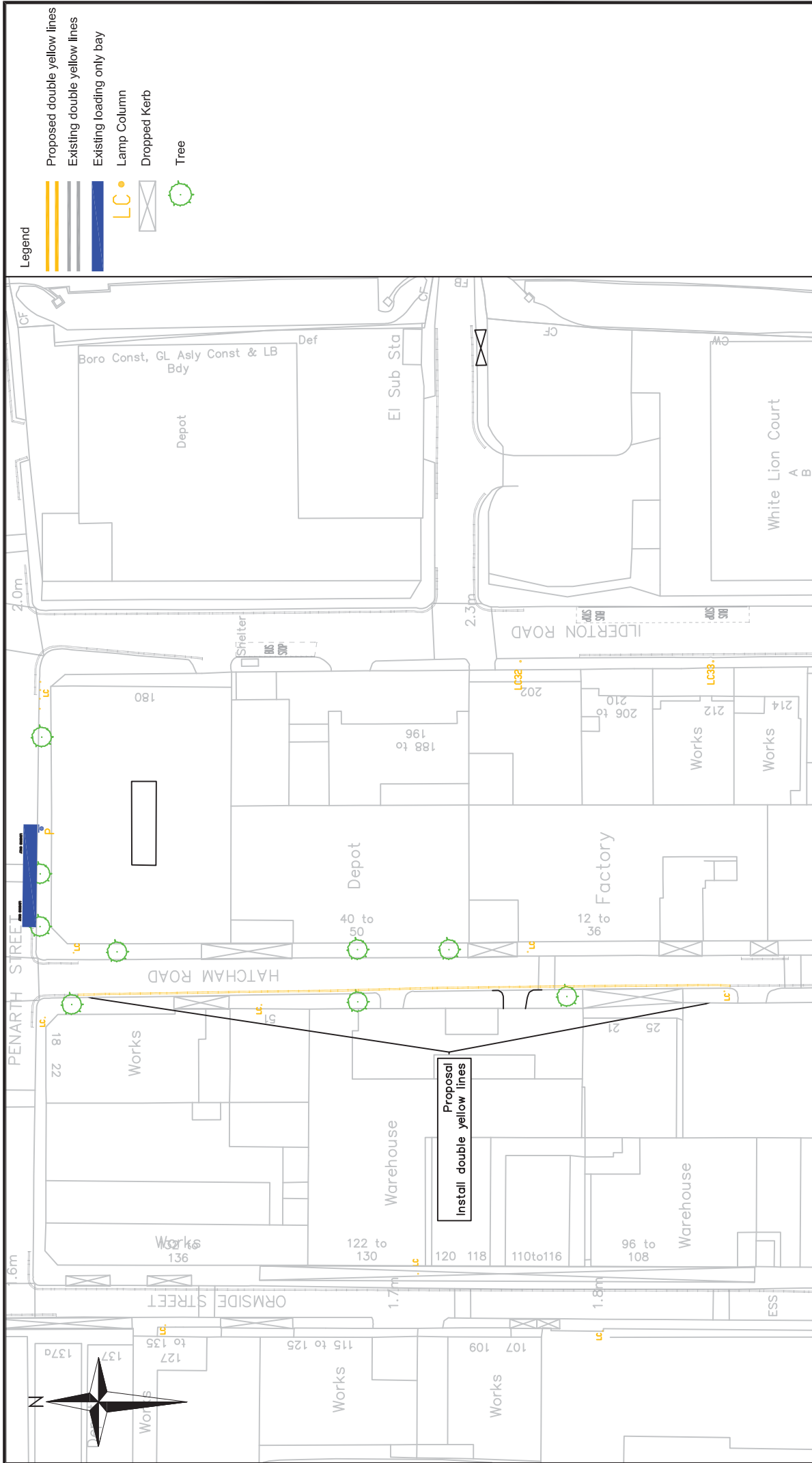
<1516Q2025_Hatcham Road area_1.0.pdf>

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| <p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p> |  | <p>Project</p> <p>151602 LOCAL PARKING AMENDMENTS</p> | | <p>Community Council BERMONDSEY AND ROTHERHITHE</p> | |
| | | <p>Drawing Title</p> <p>PENARTH STREET/RECORD STREET PROPOSED DOUBLE YELLOW LINES</p> | | <p>Word(s) LIVESEY</p> | |
| | | <p>Date 17/07/15</p> <p>Scale 1:1000 @ A4</p> <p>Dwg No. 151602_025</p> | | <p>Chk TW</p> <p>Drn MH</p> <p>App TW</p> | |
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Legend

- Proposed double yellow lines
- Existing double yellow lines
- Existing loading only bay
- Lamp Column
- Dropped Kerb
- 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>www.southwark.gov.uk/parkingprojects</p> | | <p>Project 151602 LOCAL PARKING AMENDMENTS</p> <p>Drawing Title HATCHAM ROAD PROPOSED DOUBLE YELLOW LINES</p> | <p>Community Council BERMONDSEY AND ROTHERHITHE</p> <p>Word(s) LIVESEY</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | <p>Date 17/07/15</p> <p>Dwg No. 151602_025</p> | <p>Scale 1:1000 @ A4</p> <p>Status DETAILED DESIGN</p> | <p>Drn MH</p> <p>Chk TW</p> <p>App TW</p> <p>Rev Rev</p> <p>A</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Item No. 13.2 | Classification: Open | Date: 27 January 2016 | Meeting Name Bermondsey and Rotherhithe Community Council |
| Report Title | | Local traffic and parking amendments. The introduction of parking measures in Southwark's leisure centre car parks | |
| Ward(s) or groups Affected | | Rotherhithe Ward and Surrey Docks Ward | |
| From: | | Head of Highways | |

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 The introduction of a four hour maximum stay in Southwark's six leisure centre car parking areas to prevent all day commuter parking congestion and ensure there is turnover in parking spaces for genuine visitors to the leisure centres as well as measures to permit enforcement of obstructive parking or abuse of disabled parking bays. This recommendation relates to Seven Islands Watersports Centre and Surrey Docks Leisure Centre.

BACKGROUND INFORMATION

2. Paragraph 15 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 recommendation for off-street local traffic and parking restrictions, involving traffic signs and road surface markings within the leisure centre car parking areas.
4. The origins and reasons for the recommendation 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. The aim of proposal is to improve the parking facilities for members of the public who are visiting the leisure centres to use the facilities.

6. The council propose the introduction of a four hour maximum stay period in Southwark's six leisure centre car parking areas to prevent commuter parking and ensure there is turnover in parking space for genuine visitors to the leisure centres. The location and proposal is summarised in figure 1. A plan of the car park layout can be found in the appendix.
7. At present, the car parking areas are unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). Surveys have also confirmed many people are parking at the centres for a period of time, potentially related to commuting, which takes up space for genuine leisure centre users.

| Location | Proposal |
|--|---|
| Surrey Docks Watersports Centre Bermondsey & Rotherhithe Community Council | Implement off street traffic regulation via a four hour time limit for parking in the car parking areas to ensure turn-over of space and to prevent all-day parking by motorists not using the leisure facilities. These measures will also help to protect disabled parking by providing an enforcement provision. |
| Seven Islands Leisure Centre Bermondsey & Rotherhithe Community Council | |
| The Castle Centre Borough, Bankside & Walworth Community Council | |
| Dulwich Leisure Centre Dulwich Community Council | |
| Peckham Pulse Leisure Centre Peckham & Nunhead Community Council | |
| Camberwell Leisure Centre Camberwell Community Council | |
| | Parking will remain free. It is not proposed to introduce charges for parking in the leisure centre car parks. |

Figure 1

8. The general principles proposed for the Seven Islands Watersports Centre and Surrey Docks Leisure Centre car parks are:
- To introduce a four hour time limit for parking. This will reduce parking congestion and give visitors to the leisure centre greater opportunity to find a parking space. Time limiting will ensure turn-over of space and prevent all-day parking by motorists not using the leisure facilities.
 - Designate parking and non-parking areas including formal provision for the existing disabled bays.
 - Enable enforcement against vehicles that contravene the traffic management order that is proposed to be implemented (e.g. overstay the time limit or park in obstructive locations or in disabled bay when not permitted).
9. This project does not propose the introduction of charges for parking in the leisure centre car parks.

Policy implications

10. The recommendation contained within this report is consistent with the policies of the Transport Plan 2011,

- Policy 1.1 – Pursue overall traffic reduction
- Policy 2.3 – Promote and encourage sustainable travel choices in the Borough.
- Policy 4.2 – Create places that people can enjoy.
- Policy 6.3 – Support independent travel for the whole community.
- Policy 7.5 – Enforce parking regulations firmly but fairly.
- Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

11. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
12. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.
14. 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.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by ensuring the space is used by genuine users of the facilities.

Resource implications

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

Legal implications

17. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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.
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
21. 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.

22. 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

23. Informal public consultation has been carried out at the leisure centres, with notices displayed within the leisure centre from the middle of November 2015, until 18 December 2015. During the period, no representations were made against the proposals.
24. 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.
25. Should the recommendations be approved the council must follow the procedures contained with parts 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 leisure centre car parks 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 website 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.
26. 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.
27. 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

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

- Traffic orders (statutory consultation) – February to March 2016
- Implementation – Spring 2016 (subject to outcome of consultation)

BACKGROUND DOCUMENTS

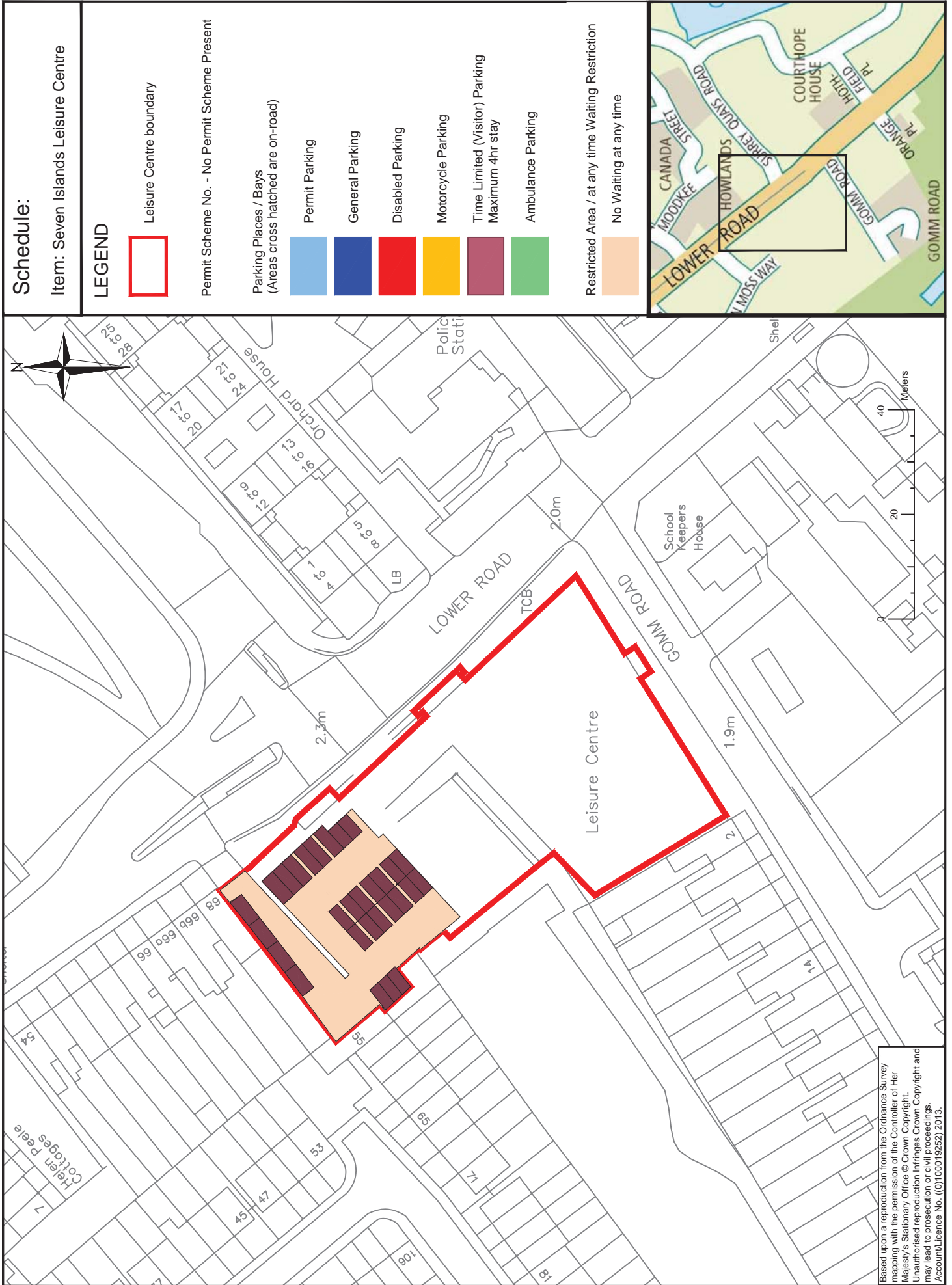
| Background Papers | Held At | Contact |
|---------------------|---|-------------------------------|
| Transport Plan 2011 | Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transp ort_policy/1947/southwark_transport_plan_2011 | Paul Gellard 0207 525 7764 |

APPENDICES

| No. | Title |
|------------|------------------------------|
| Appendix 1 | Leisure car park layout plan |

AUDIT TRAIL

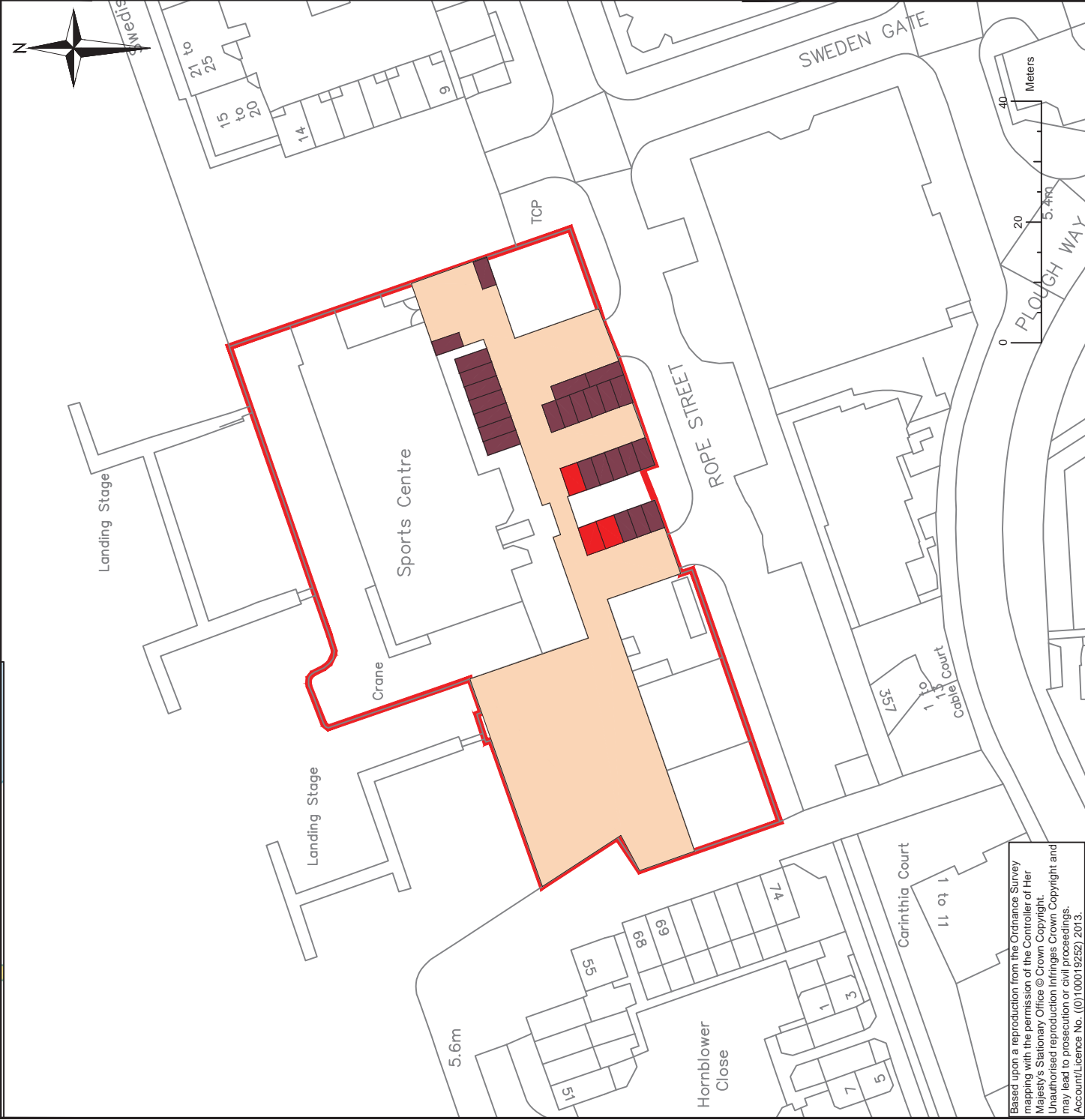
| | | |
|---|--------------------------------|--------------------------|
| Lead Officer | Matthew Hill, Head of Highways | |
| Report Author | Paul Gellard, Senior Engineer | |
| Version | Final | |
| Dated | 14 January 2016 | |
| Key Decision | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments Included |
| Director of Law and Democracy | No | No |
| Strategic Director of Finance and Governance | No | No |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 14 January 2016 | |



Schedule:
 Item: Surrey Docks Watersports Centre

LEGEND

- Leisure Centre boundary
- Permit Scheme No. - No Permit Scheme Present
- Parking Places / Bays (Areas cross hatched are on-road)
 - Permit Parking
 - General Parking
 - Disabled Parking
 - Motorcycle Parking
 - Time Limited (Visitor) Parking Maximum 4hr stay
 - Ambulance Parking
- Restricted Area / at any time Waiting Restriction
 - No Waiting at any time



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| Councillor Stephanie Cryan | 1 | | |
| Councillor Catherine Dale | 1 | | |
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