

# Bermondsey and Rotherhithe Community Council

Wednesday 22 June 2016

7.00 pm

Docklands Settlement, 400 Salter Road, Rotherhithe, SE16 5LJ

Theme – Canada Water Master Plan

There will be display boards, on the theme, at the venue from 6.00pm

## Membership

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

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

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## INFORMATION FOR MEMBERS OF THE PUBLIC

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**Contact:** Tim Murtagh on 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**  
Chief Executive  
Date: 14 June 2016



# Bermondsey and Rotherhithe Community Council

Wednesday 22 June 2016  
7.00 pm  
Docklands Settlement, 400 Salter Road, Rotherhithe, SE16 5LJ

## Order of Business

Item No.	Title	
1.	<b>INTRODUCTION AND WELCOME</b>	
2.	<b>APOLOGIES</b>	
3.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	<b>MINUTES</b>	Pages 1 - 10
	To confirm as a correct record the minutes of the meeting held on 15 March 2016.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	

Item No.	Title	
7.	<b>CANADA WATER MASTER PLAN - REVIEW OF FEEDBACK REPORT</b>	(7.05pm)
1.	Presentation from British Land and Soundings – Overview of consultation and feedback so far.	(7.05pm)
2.	Themed discussions – reviewing the feedback from February 2016 consultation.	(7.15pm)
Attendees will split into 3 broadly equal groups to hear and discuss what's been recorded from the recent consultation on the three key areas of feedback:		
<ul style="list-style-type: none"> <li>• Transport and movement</li> <li>• Heights and density</li> <li>• Use and community infrastructure</li> </ul>		
The groups will spend 15 minutes at each table and move to the next so everyone will have a chance to discuss each element. The review will check the findings back with the community to ensure it is representative and address any gaps. The results of the discussions will be recorded by Soundings.		
8.	<b>COMMUNITY ANNOUNCEMENTS</b>	(8.05pm)
Sustrans - Study into a cycling and pedestrian bridge over the Thames between Canary Wharf and Rotherhithe.		
9.	<b>SAFETY FOR PEDESTRIANS AROUND SOUTHWARK PARK</b>	(8.15pm)
Matt Wilson and Gemma Bradley from Transport for London in attendance.		
BREAK - OPPORTUNITY FOR RESIDENTS TO TALK TO COUNCILLORS AND OFFICERS		(8.30pm)
10.	<b>COMMUNITY SAFETY UPDATE</b>	(8.45pm)
Local Police Team to present and take questions.		
11.	<b>PUBLIC QUESTION TIME</b>	(8.55pm)
This is an opportunity for questions to be addressed to the chair.		
Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties. Responses may be supplied in writing following the meeting.		

<b>Item No.</b>	<b>Title</b>		
<b>12.</b>	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	(9.05pm)	Pages 11 - 74
	<b>Note:</b> This is an executive function for decision by the community council.		
	Members to approve for implementation the local traffic and parking amendments, detailed in the appendices to the report, subject to the outcome of any necessary statutory consultation and procedures.		
<b>13.</b>	<b>ROTHERHITHE CONTROLLED PARKING ZONE STUDY</b>	(9.10pm)	Pages 75 - 81
	Councillors to comment on the recommendations contained in the report.		
<b>14.</b>	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	(9.15pm)	
	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 13 July 2016.		

Date: 14 June 2016

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

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**CONTACT:** Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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

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### **DEPUTATIONS**

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

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please telephone 020 7525 7187.**



## Bermondsey and Rotherhithe Community Council

MINUTES of the Bermondsey and Rotherhithe Community Council held on Tuesday 15 March 2016 at 7.00 pm at St James Church, Thurland Road, London SE16 4AA

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**PRESENT:**

- Councillor Bill Williams (Chair)
- Councillor Sunny Lambe (Vice-Chair)
- 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 Michael Situ
- Councillor Kath Whittam

**OFFICER** Michelle Normanly, Senior Project Manager  
**SUPPORT:** Elizabeth Mings, Community Sports Team  
 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 Evelyn Akoto and Lisa Rajan.

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

There were none.

### 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillor David Hubber, declared a non-pecuniary interest in item 13, as he is a member of Surrey Docks Provident Society, which has an application being considered for funding.

Councillor Kath Whittam, declared a non-pecuniary interest in item 13, as she is a member of Surrey Docks Provident Society, which has an application being considered for funding.

### 5. MINUTES

#### RESOLVED:

That the minutes of the meeting held on 27 January 2016 be agreed as a correct record of that meeting.

### 6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

### 7. COMMUNITY ANNOUNCEMENTS

#### **Council sports and activity sessions**

Elizabeth Mings, community sports team at Southwark Council, explained that she was attending to promote some of the physical activities, sports and leisure services available. "Get Active Southwark" was a website platform – [www.southwark.gov.uk/getactive](http://www.southwark.gov.uk/getactive) on which residents could search for any activity going on in their local area by simply entering their postcode. Additionally, there was a "Free Swim and Gym" pilot for all Southwark residents under 18 or over 60 years of age, contact: [elizabeth.mings@southwark.gov.uk](mailto:elizabeth.mings@southwark.gov.uk)

#### **Southwark Civic Awards**

Gary Magold, local resident explained that the Southwark Civic Awards scheme for 2016 was open for nominations. The civic awards recognised excellence in active citizenship and members of the public were encouraged to nominate individuals, projects, organisations and businesses across the borough worthy of being honoured. The closing date for nominations was Tuesday 29 March 2016 and nomination forms were available from the Mayor's Office and on the council's website.

#### **Redriff Primary School**

Councillor Lucas Green, chair of governors at Redriff Primary School, explained the issue was about the on-going traffic situation around the school at the junction with the new Downtown development. A petition had been drafted by concerned residents. Work had taken place with the developers and traffic management to ensure that the area was as safe as possible. The road in question, where parents drop their children off for school, was not a council or Transport for London (TfL) road. It is part of the Barratt's private



development. The school had ordered a traffic management study with the aim of minimising the risk to children, parents and other users. Whilst the responsibility lay with Barratts, the school and council were doing what it could to make it as safe as possible.

### **Canada Water master plan**

Eleanor Wright, from British Land, thanked all those who had taken part in the recent consultation at Surrey Quays. About 2,500 attended to see the draft master plan and give feedback. The feedback was being collated and would be circulated in due course at future meetings in April. Eleanor explained that they were looking to find community groups to make use of the unit in Surrey Quays shopping centre, next to Tesco. Any groups interested should contact: [eleanor.wright@britishland.com](mailto:eleanor.wright@britishland.com)

Councillors requested that the development model be on display at the next community council meeting and that the item be given more time on the agenda for discussion. In response to a public question, Eleanor said there would be about 3,500 new homes across the 46 acres and the tallest building in the current master plan was about 40 to 50 storeys. Further consultation and discussions about the detailed plans would take place later in the year.

### **Friends of Southwark Park**

Gary Glover, from the Friends of Southwark Park, explained that a consultation was taking place regarding the café area and former old nursery site. About £3million would be spent and local input and feedback was encouraged. Further information was available on the Southwark website.

## **8. COMMUNITY SAFETY UPDATE**

Inspector James Cole, from the local police team gave a summary of recent activities.

## **9. AGE-FRIENDLY BOROUGH**

Councillor Stephanie Cryan, cabinet member for adult care and financial inclusion, introduced the main theme item on the agenda, along with Jess Leech, resident participation coordinator: Age-friendly borough consultation.

The World Health Organisation describes an age friendly place as one where:

- people of all ages actively participate
- everyone is treated with respect
- it is easy to stay connected
- people are helped to stay healthy and active
- the frail and vulnerable are helped to live with dignity and enjoyment.

To become more age-friendly Southwark is developing an action plan to address the barriers to living and ageing well. The action plan would be developed through talking to people who live, work and provide services in Southwark.

The action plan would set out what needed to change for the borough to be more age friendly.

3 workshops took place on:

- Housing

- Social participation
- Communication and Information.

Feedback from the workshops would go towards creating the action plan.

## 10. PUBLIC QUESTION TIME

The following public questions were raised at the meeting:

- Q1 In response to a question about how the decision was made about the facilities within the leisure centre, specifically the length of the swimming pool, Councillor Stephanie Cryan explained that under Sport England guidelines, pools should be either 25 metres or 50 metres long. The current Seven Islands facility has a 33 metre pool. She added that a longer swimming pool could deter less able swimmers and the council wanted to encourage less active people to take up swimming.
- Q2 In response to a question about traffic delays from Abbey Street to the Rotherhithe tunnel and what could be done to fix the problem, councillors responded that there was cross-party agreement that something needed to be done. A joint letter would be sent from the community council to Transport for London (TfL) requesting a yellow box at the junction of Abbey Street and Jamaica Road, and another yellow box at the junction of St James Road and Jamaica Road.
- Q3 A local resident submitted the following question in writing:  
 “Dear councillors / community, there is community concern in the existing non transparent structure and disjointed operating protocol of the Housing Forum. Dates, locations, agendas or past minutes are not available on the council's website or via an independently published web site. There appears no appetite from Rotherhithe elected members to review the existing structure. Growing numbers of residents now believe there is no point having a delegate based forum system, if there is no link between membership, forum attendance and their delegates representation. Once tenant and residents associations (T&RAs) fall into malpractice and fail to follow good practice then there is no formal consultative structure. Having an antiquated format that potentially only serves individual need or party political gain undermines democracy in Rotherhithe.”

In response, councillor Richard Livingstone, said that there was an appetite for transparency and openness. He added that the agendas and minutes should be available in the public domain and that fault lay with the council rather than T&RAs. The chair requested an update at the next community council in June 2016.

## 11. CLEANER GREENER SAFER: FUNDING REALLOCATION

Michelle Normanly, senior project manager, introduced the item.

Councillors considered the information contained in the report.

### RESOLVED:

That £82,829 of underspend or returned funding from previous years be re-allocated as follows:

Existing projects requiring additional funding	Funding
Manor Estate netting	£2,500
Dickens Estate notice boards	£800
Spelow House pitch resurfacing	£1,000
Avondale House greening	£1,300
New projects –	
Rennie Estate bollard replacement	£1,000
Surrey Docks Farm western site development	£12,695.

## 12. CLEANER GREENER SAFER 2016-17: CAPITAL FUNDING ALLOCATION

Michelle Normanly, senior project manager, introduced the item.

Councillors considered the information contained in the report.

### RESOLVED:

That the following amounts of 2016-17 Cleaner Greener Safer capital funding be allocated:

GRANGE WARD	Funding
Hanging baskets	£11,000
Hall sign post, Setchell and Longfield Hall	£1,500
Bermondsey Village Hall	£12,000
Better Stevens Street pavement / trees	£38,840
Goodwin Close, hanging baskets	£1,820
Whites Grounds cleaners store	£5,100
Crosby Row, vertical garden	£2,700
CCTV, Bermondsey Street	£27,750
CCTV, Lucey Way and Linsey Street	£13,225
Swan Mead ball court	£15,000
RIVERSIDE WARD	Funding
Hanging baskets	£6,667
Arnold Estate beautiful balconies	£1,080
Arnold Estate bicycle parking	£6,240
Tackling phone theft at Bermondsey Station	£29,000
St James Churchyard lighting improvements	£30,650
Compass School – food growing project	£2,000
Dickens Estate, working for the community	£5,000
Keeton's Estate chicanes	£8,000
Southwark Park improvements	£5,000
ROTHERHITHE WARD	Funding
Pedworth Green Spot	£15,240

SOUTH BERMONDSEY WARD	Funding
Hanging baskets	£1,990
SURREY DOCKS WARD	Funding
Lavender Pond Bore Hole	£2,780

Councillor Michael Situ, said he would look at the CGS revenue option in relation to CGS capital projects that used to exist before that funding programme was merged with the community council fund to create the neighbourhoods fund.

### 13. ALLOCATION OF NEIGHBOURHOODS FUND 2016-17

Councillors considered the information contained in the report.

#### RESOLVED:

That the following amounts of neighbourhoods fund be awarded to the following projects:

GRANGE WARD	Funding
David Idowu Foundation youth_Ink	£926.18
Counselling and self-advocacy for young people 11-25	£909.09
Health wealth community	£284.73
Rotherhithe Shed: social and creative activities	£223.09
Girls and women's music to football programme	£909.09
Basketball for everyone	£181.81
Southwark explorers club	£163.64
Finding Solutions: anti-social behaviour	£163.64
Elders Company	£163.64
Supporting community sports clubs	£127.93
Million hands	£181.82
Sculpture project	£5,250.00
Heritage Lives – London Bridge, Shad Thames and Bermondsey Street	£2,425.00
Bermondsey Street Festival	£5,000.00
Bermondsey Street Festival	£2,250.00
Capoeira Angola community	£2,080.00
Bermondsey World Cup	£198.18
Bermondsey in bloom	£909.09
More creative Bede	£2,500.00
Family cultural trips	£500.00
Youth back care	£10,750.80
Community yoga classes for elderly, children and post-natal	£2,920.00
OBC Youth summer outreach programme	£1,852.00
Green mentor for Bermondsey and Rotherhithe	£909.09
It was 20 years ago today – Friends of Southwark Park	£908.18

LIVESEY WARD	Funding
David Idowu Foundation youth_Ink	£1,000.00
Rotherhithe Shed social and creative activities	£200.00
Supporting community sports clubs	£150.00
Million hands	£181.82
Buzz on the B&B and the Blue 2	£3,500.00
Bermondsey community kitchen	£3,500.00
St George's Day	£2,180.00
Bermondsey World Cup	£130.91
Tai chi sessions	£700.00
Silwood music project	£1,640.00
Green mentor for Bermondsey and Rotherhithe	£909.09
It was 20 years ago today – Friends of Southwark Park	£908.18
RIVERSIDE WARD	Funding
Bermondsey community kitchen	£2,300.00
Heritage Lives – London Bridge, Shad Thames and Bermondsey Street	£1,200.00
Unicorn Play Club	£2,300.00
Bermondsey World Cup	£200.00
Bermondsey in bloom	£909.09
Southwark budding builders	£4,000.00
Soft play	£5,000.00
Cleaner Shad Thames	£5,000.00
Community cricket coaching and development	£1,200.00
Shad Thames trail: points of view	£1,965.00
It was 20 years ago today – Friends of Southwark Park	£908.18
Leap into life project	£5,000.00
ROTHERHITHE WARD	Funding
Health wealth community	£1,566.00
Rotherhithe Shed social and creative activities	£1,227.00
Girls and women's music to football programme	£1,000.00
Southwark explorers club	£900.00
Million hands	£1,000.00
Scandi street markets	£1,000.00
Funday@Bede2016	£1,021.00
Brunel museum summer play scheme	£1,000.00
Ageing well in Southwark	£600.00
Bermondsey World Cup	£545.00
More Creative – Bede	£2,500.00
Plants for Jarman House	£2,000.00
Saving Senior Art group	£1,600.00
Rotherhithe Festival 2016	£2,500.00
Community cricket coaching and development	£2,400.00
Tai chi sessions	£700.00
Silwood family hub	£2,500.00
Green mentor for Bermondsey and Rotherhithe	£1,000.00
It was 20 years ago today – Friends of Southwark Park	£2,500.00
T&T gardening pitch-ins and teach-ins	£5,337.00

Mayflower 2020 Rotherhithe map	£500.00
<b>SOUTH BERMONDSEY WARD</b>	<b>Funding</b>
David Idowu Foundation youth_Ink	£926.00
Counselling and self-advocacy for young people 11-25	£909.00
Health wealth community	£285.00
Rotherhithe Shed social and creative activities	£223.00
Girls and women's music to football programme	£909.00
Basketball for everyone	£182.00
Southwark explorers club	£164.00
Finding solutions: anti-social behaviour	£164.00
Elders company	£164.00
Supporting community sport clubs	£128.00
Sport day / A family day event	£500.00
Million hands	£181.82
Astley & Coopers Road Estate fun day	£2,000.00
Picnic on the Green	£818.00
Buzz on the B&B and the Blue 2	£7,337.00
Bermondsey community kitchen	£5,000.00
Bermondsey community kitchen – food outreach project	£4,206.21
Blue car park	£3,955.00
Salsa for all – Old Kent Road	£5,000.00
Bermondsey World Cup	£198.18
Bermondsey in bloom	£909.09
Pensioners afternoon dance	£1,200.00
Girls football project (7-11)	£6,720.00
OBC Youth summer outreach programme	£1,852.00
Community choir 2015-16	£1,125.00
Stevenson Crescent summer outing	£1,150.00
Green mentor for Bermondsey and Rotherhithe	£909.09
It was 20 years ago today – Friends of Southwark Park	£908.18
Half-term youth workshops	£1,940.00
<b>SURREY DOCKS WARD</b>	<b>Funding</b>
Rotherhithe Shed social and creative activities	£223.00
Girls and women's music to football programme	£909.00
Southwark explorers club	£163.00
Elders company	£163.00
Supporting community sports clubs	£128.00
Million hands	£181.82
Rotherhithe children music festival	£2,450.00
Bermondsey in bloom	£909.09
Repainting railings and clearing weed growth and rubbish	£4,730.64
Nellie's flower club	£3,792.00
Youth engagement at Lavender pond	£1,900.00
30 years of urban ecology at Stave Hill in Docklands	£1,600.00
Green mentor for Bermondsey and Rotherhithe	£909.09
It was 20 years ago today – Friends of Southwark Park	£908.18
Rotherhithe children music festival	£970.00

#### 14. LOCAL TRAFFIC AND PARKING AMENDMENTS

Councillors considered the information contained in the report.

##### **RESOLVED:**

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

- Middleton Drive – Install double yellow lines adjacent to junctions with Stanhope Close, Hawke Place and off street parking areas to improve traffic flow and access.
- Dockhead on Jacob Street – Relocate existing permit holders (G) bay and retain and extend existing ‘keep clear’ road markings to maintain access to the newly developed Fire Station / On Wolseley Street retain and extend ‘keep clear’ road markings.

#### 15. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

There was no community council question to council assembly submitted at this meeting.

##### **OTHER**

In response to concerns raised about the future of community council decision making, councillor Michael Situ in his role as cabinet member for communities and safety, explained that there was an annual evaluation of residents’ feedback about community councils. He had recently been looking at the evaluations and had asked officers to look into how things were being done. Councillors were currently being consulted on proposals to engage with more residents. After the councillor consultation period had ended, a way ahead would be considered in response to what residents had been feeding back into the process in the last few years.

Councillor Anood Al-Samerai responded that the Liberal Democrat group did not think decisions should be taken away from councillors and further away from the community, in particular parking decisions. She requested consultation at community councils before any final decisions were made on changes.

Councillor Michael Situ said that he would take on board the comments made and any significant changes, that were needed, would be brought back to community councils.

Meeting ended at 9.15pm

**CHAIR:**

**DATED:**



<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 22 June 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Livesey, Rotherhithe, Surrey Docks and Grange	
<b>From:</b>		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 Snowsfields – to install new contraflow cycle infrastructure at the eastern end of Snowsfields (Bermondsey Street junction), and remove existing permit parking bays.
  - 1.2 Surrey Quays Road – To install double yellow lines on the southeast side to improve traffic flow and to prevent obstructive parking at any time.
  - 1.3 Elephant Lane – To install a single yellow line on the east side adjacent to The Ship public house to provide a loading facility.
  - 1.4 Varcoe Road – To install double yellow lines adjacent to No.2 Varcoe Road to provide access at any time.
  - 1.5 Bermondsey Street – To convert exiting single yellow lines to double yellow line from No.176 to White Cube Gallery to maintain traffic flow and access at any time.
  - 1.6 Garter Way - To install double yellow lines to prevent dangerous parking and maintain traffic flow and access at any time.
  - 1.7 Canada Water / Surrey Quays Road – To install a taxi rank in a loading bay on Surrey Quays Road on the southbound approach to Canada Water station. The taxi rank would operate outside of the permitted loading times.
  - 1.8 Linsey Street / Alexis Street - To install new 'no stopping on entrance markings' on Linsey Street and to remove and install new no stopping on entrance markings in Alexis Street adjacent to St James' CE Primary School.
2. It is recommended that the objections received against a non-strategic traffic management order are considered and determined as follows:

- 2.1 Rotherhithe Street – reject objections and proceed to install double yellow lines to provide unrestricted access to the entrances of No.135.
- 2.2 Rotherhithe Street – reject objections and proceed to install double yellow lines to provide unrestricted access to the garages at Columbus Court and along Rotherhithe Street between Brunel Road and Clarence Mews.
- 2.3 Snowsfields – reject objections and proceed to convert Snowsfields to one-way working (eastbound) with a cycling contraflow and to formalise the two zebra crossings at the western end of Snowsfields and the northern end of Crosby Row.

### **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 local traffic and parking amendments, 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.

### **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 first quarter of 2016-17, the council is proposing eight 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
Snowsfields (at its junction with Bermondsey St)	To install new contraflow cycle infrastructure at Snowsfields, and remove existing permit parking bays	1
Surrey Quays Road	To Install double yellow lines on the southeast side to improve traffic flow and to prevent obstructive parking at any time.	2
Elephant Lane	To install a single yellow line on the east side adjacent to The Ship public house to provide a loading facility	3
Varcoe Road	To install a double yellow line adjacent to No.2 Varcoe Road to provide access at any time.	4
Bermondsey Street	To convert exiting single yellow line to double yellow lines from No.176 to White Cube Gallery maintain traffic flow and access at any time	5
Garter Way	To install double yellow lines to prevent dangerous parking and maintain traffic flow and access at any time	6
Canada Water/Surrey Quays Road	To install a taxi rank in a loading bay on Surrey Quays Road on the southbound approach to Canada Water station. The taxi rank would operate outside of the permitted loading times.	7
Linsey Street/Alexis Street (adjacent to St James' CE Primary School)	To install new 'no stopping on entrance markings' on Linsey Street and to remove and install new no stopping on entrance markings in Alexis Street.	8

Figure 1

10. Statutory consultation has recently been carried out on two items approved by the community council on 27 January 2016. During the statutory consultation, objections to the proposals were received.
11. The detail of the objections is summarised in figure 2. The associated appendix contains detail on the objections and a detailed design of the proposal.

Location	Proposal	Appendix
Rotherhithe Street	To install double yellow lines to provide unrestricted access to the entrances of No.135.	9
Rotherhithe Street	To install double yellow lines to provide unrestricted access to the garages at Columbus Court and along Rotherhithe Street between Brunel Road and Clarence Mews.	10
Snowsfields	To convert Snowsfields to one-way working (eastbound) with a cycling contraflow. To formalise zebra crossings at the western end of Snowfield and the northern end of Crosby Row	11

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. 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 within 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 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 objections already received.

### Programme Timeline

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

- Traffic orders (statutory consultation) – July to August 2016
- Implementation – September to October 2016

### BACKGROUND DOCUMENTS


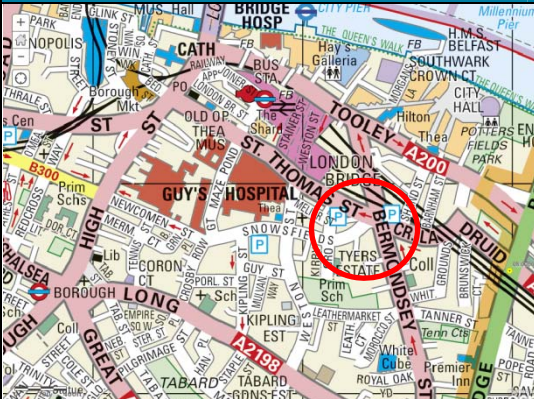
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011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

### APPENDICES

No.	Title
Appendix 1	Snowsfields– install double yellow lines and remove permit parking bays
Appendix 2	Surrey Quays Road – install double yellow lines
Appendix 3	Elephant Lane – install single yellow lines
Appendix 4	Varcoe Road – install double yellow lines
Appendix 5	Bermondsey Street – install double yellow lines
Appendix 6	Garter Way – install double yellow lines
Appendix 7	Canada Water – install new taxi rank
Appendix 8	Linsey Street/Alexis Street – install school keep clear
Appendix 9	Rotherhithe Street – objection determination – install double yellow lines
Appendix 10	Rotherhithe Street – objection determination – install double yellow lines
Appendix 11	Snowsfields – objection determination – one-way working (with cycling contraflow)

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Paul Gellard, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	9 June 2016	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	9 June 2016	

		Local parking amendment
Reference	1617Q1003	
Location	Snowsfields junction with Bermondsey St / St Thomas St / Crucifix Lane	
Proposal	To install new contraflow cycle infrastructure at Snowsfields, and remove existing parking bays	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	22 June 2016	
Ward(s) affected	Grange	

### Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

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.

### Request

In 2014 Simon Phillips of the London Borough of Southwark requested that Transport For London assist with the implementation of contraflow cycling eastbound along Snowsfields, by designing and installing the appropriate signals infrastructure at the above junction, which lies within the Transport for London Road Network (TLRN). TfL consented on the basis that this would provide a safe route bypassing the busy junction of London Bridge / Duke Street Hill. The opportunity arose due to planned works to resignal the entire junction as part of Network Rail's London Bridge redevelopment programme.

TfL commissioned Arcadis design consultants to redesign the junction in question, drafting new signal arrangements and phasing to accommodate cycle movement from Snowsfields into Bermondsey Street / St Thomas St. The proposed design requires the removal of several parking bays at the east end of Snowsfields (see drawing attached). Network Rail will be installing the required signal ducting in May 2016 as an addition to their existing London Bridge refurbishment programme; the additional cycle traffic signal at Snowsfields will subsequently be installed by TfL and 'bagged off' until such time as Southwark can implement the appropriate Traffic Management Order for the contraflow cycle lane.

### Location

Snowsfields falls within the London Bridge (F) Controlled Parking Zone (CPZ). The zone is operational Monday – Saturday, 8.00am – 6.30pm and applies to a network of streets within the zone.

Snowsfields is located in the north of the borough. Whilst the street is largely non-residential, it is noted that there are many commercial properties, such as shops and restaurants within short walking distance. This makes the street an attractive parking location for non-residents outside of zone hours.

### Investigation and conclusions

Transport for London (TfL) engineers carried out site visits, the on-street parking is largely prioritised for zone (F) permit holders. There are sections of single yellow lines in the street, whilst these are controlled and enforced during the CPZ times, outside the day/hours, the restriction does not apply and any motorist is entitled to park on the yellow line.

To accommodate the contra-flow cycle lane and the changes to the Snowsfields junction with Bermondsey St / St Thomas St / Crucifix Lane it is proposed that two permit holders (F) parking places are removed and double yellow lines installed to provide enough space for the contra-flow cycle lane to operate safely. This will require the removal of six parking spaces.

Tooley Street, to the north, is currently operating westbound-only in summer 2016 for two years with a narrow



contraflow cycle lane. As a result of these changes there is likely to be increased pressure on the network in the vicinity. TfL's Forward Planning directorate have recommended that this scheme proceed in order to relieve modal conflict on Tooley Street.

### **Recommendation**

Based on our investigation and conclusions, the council are recommending the removal of two permit holders (F) parking places (6 spaces) and the introduction of double yellow lines on the approach to the Snowfield's junction with Bermondsey St / St Thomas St / Crucifix Lane.

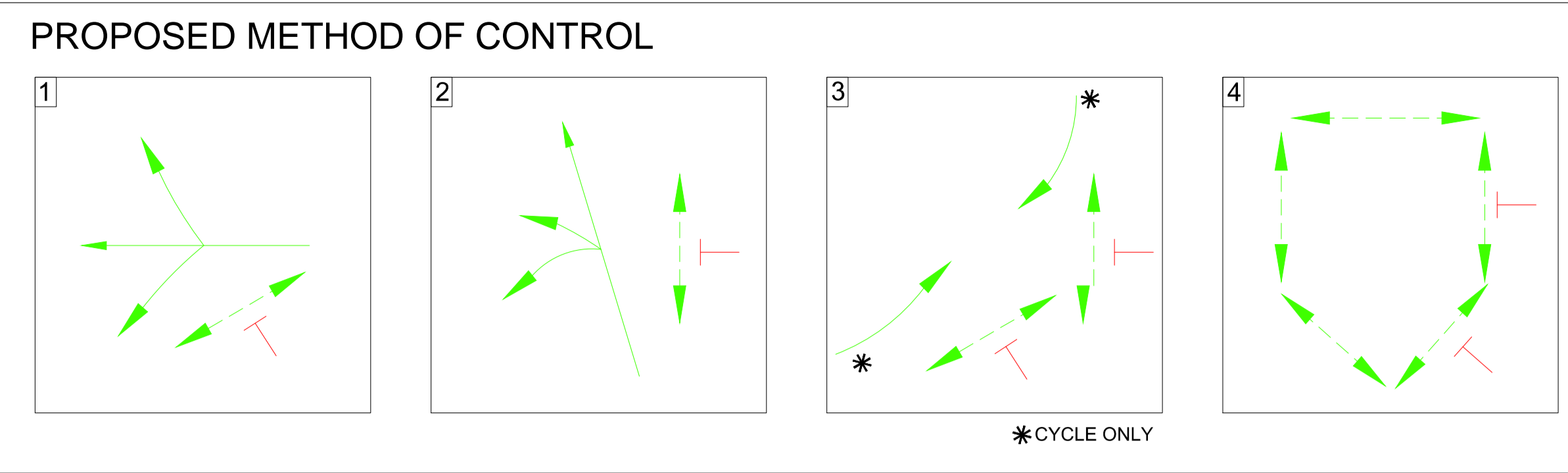
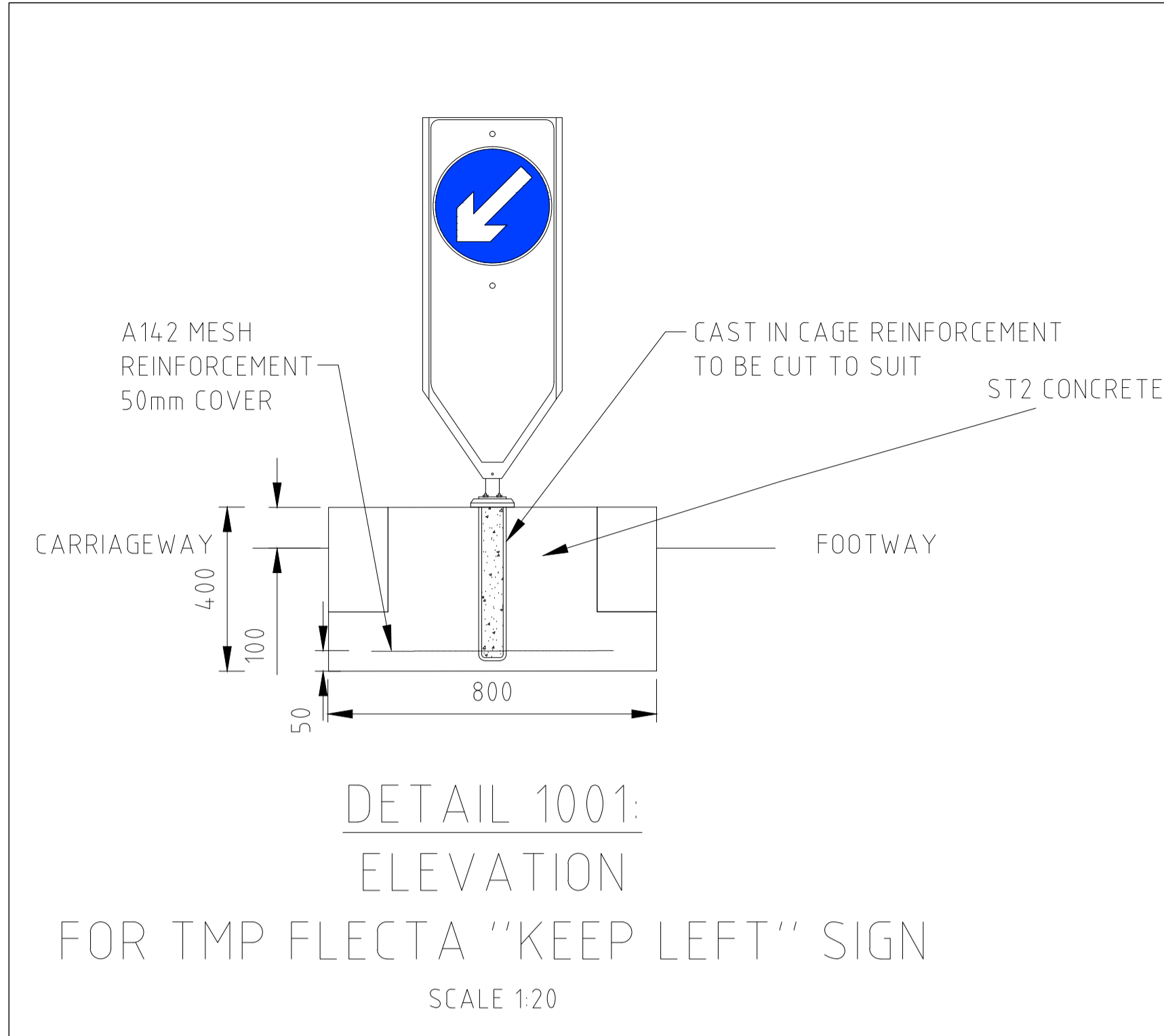
A detailed design drawing of the proposal is provided within this document.

### **Next steps**

Should the community council approve this local parking amendment it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

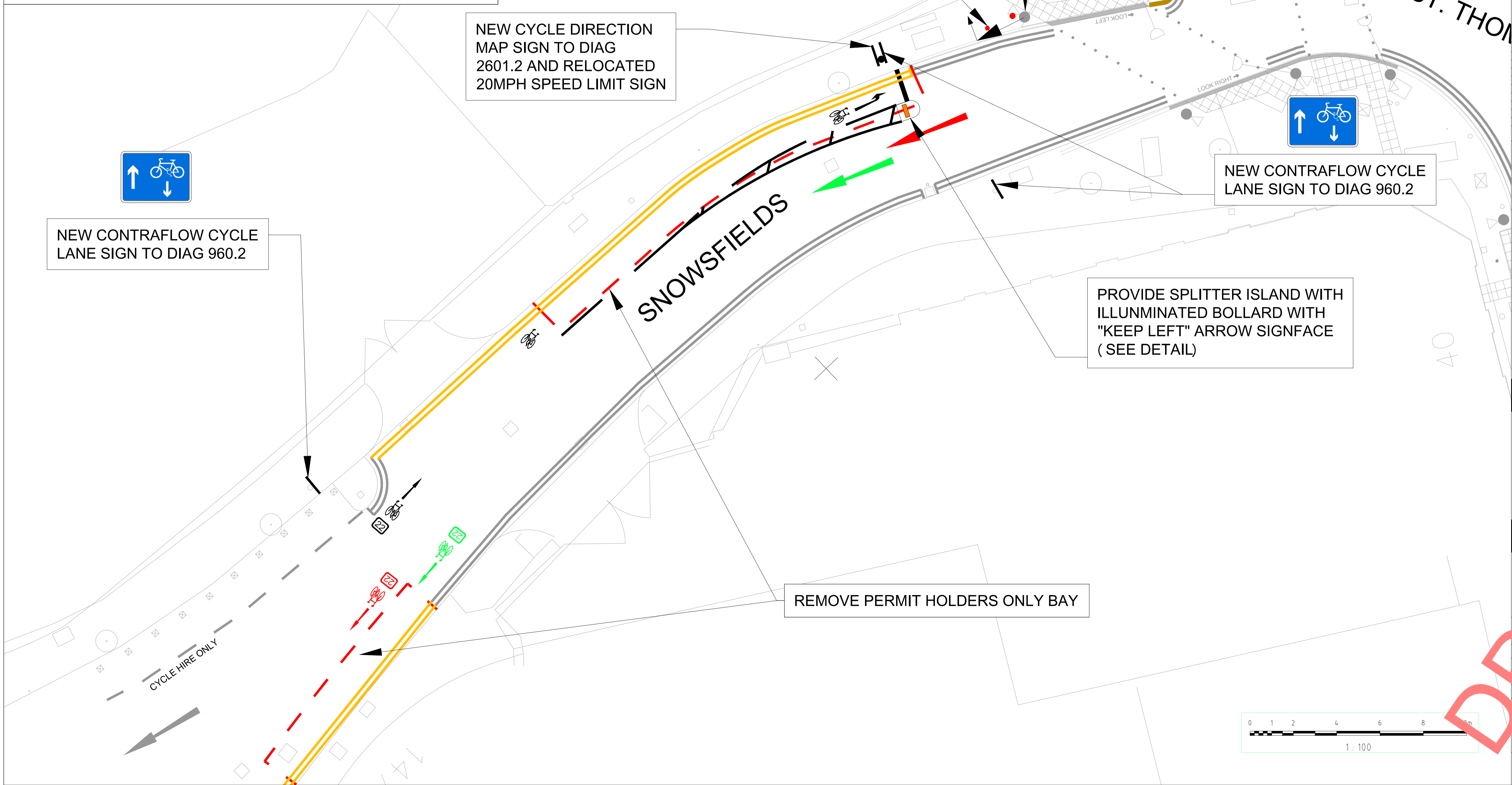
Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



LEGEND:

PROPOSED ROAD MARKINGS	
RELOCATED ROAD MARKINGS	
REMOVED ROAD MARKINGS	

NOTE:  
1. PROPOSED SPLITTER ISLAND WOULD BE DEMOUNTABLE



Rev	Date	Description	Drawn	Check	Approv
2	22.03.16	AMENDED PARKING CONTROLS	DJ	ST	GH
1	05.02.16	INITIAL	AFG	ST	GH

**ARCADIS** Design & Consultancy  
Infrastructure and Built Assets

Registered office: Manning House, 22 Carlisle Place, London SW1P 1JA  
Coordinating office: Unit 17 Innovation Centre, Bridge of Don, Aberdeen AB23 8GX  
Tel: 44 (0) 1224 822494

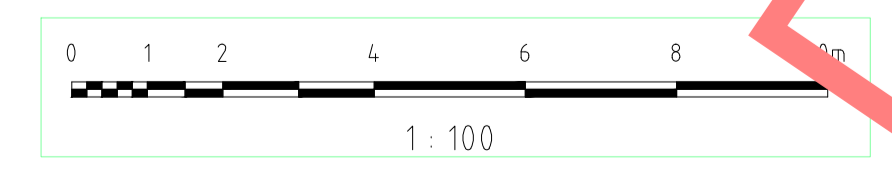
www.arcadis.com


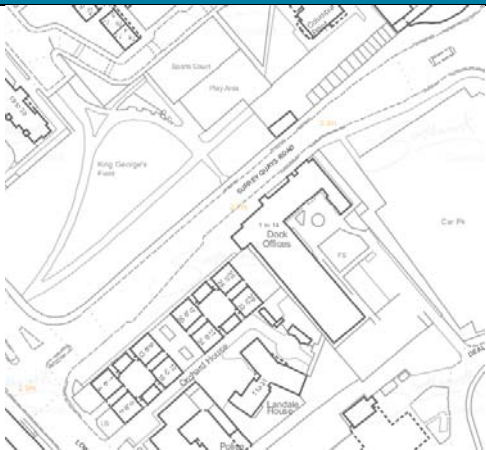
TITLE:  
**SNOWFIELDS CONTRA-FLOW CYCLE LANE**

Designed	S.THIRLWELL	Signed	Date
Drawn	D.JORDAN	Signed	22.03.16
Checked	S.THIRLWELL	Signed	-
Approved	G.HILLING	Signed	-
Scale:	1:100 @ A1	Datum:	AOD
Original Size:	A1	Grid:	OS
Suitability Code:	Sx	Project Number:	UA008595

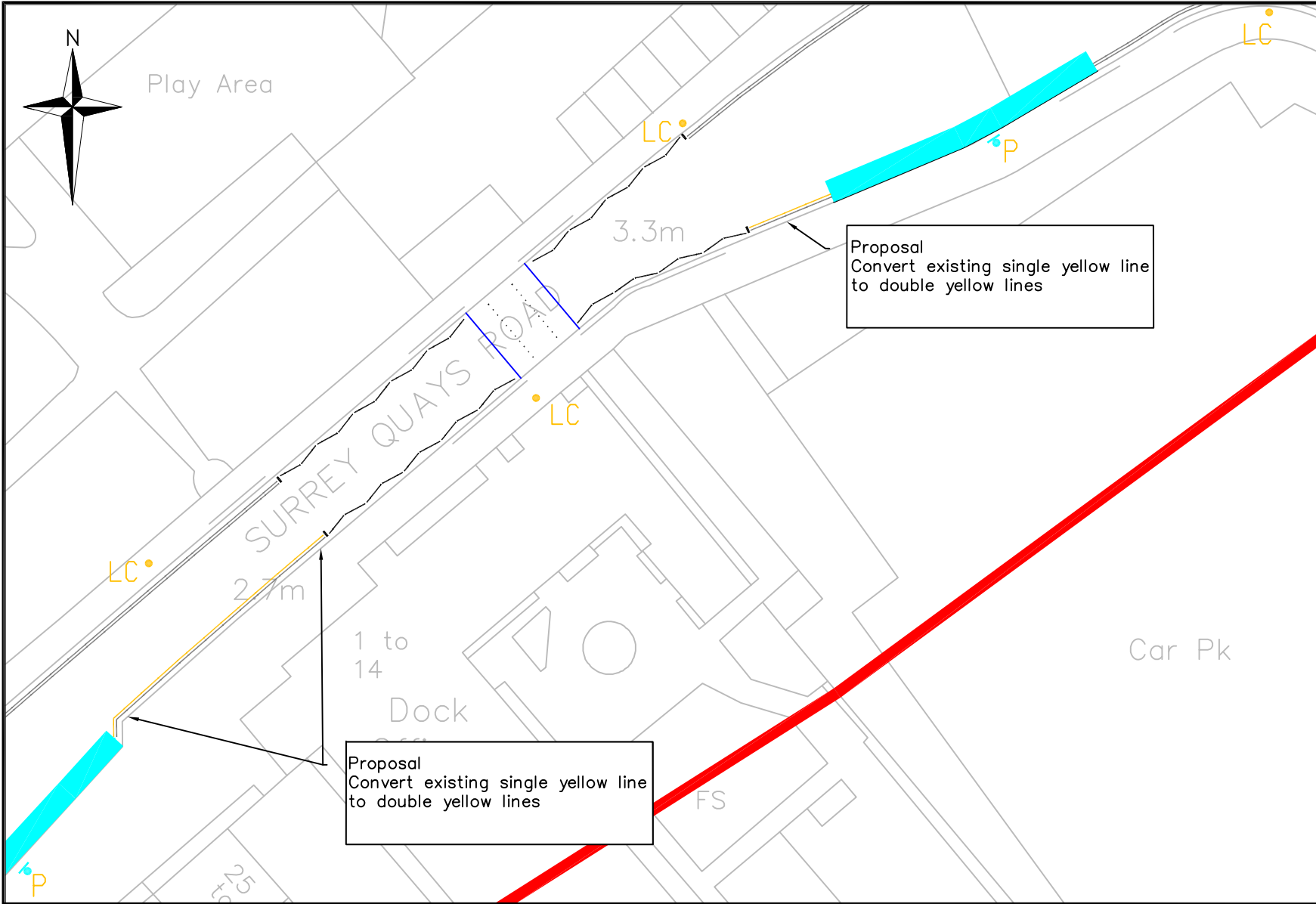
Utility Description:  
**SNOWFIELDS CONTRA-FLOW**

Drawing Number: UA008595-LND-01  
Revision: 02



		<h2>Local parking amendment</h2>	
<b>Reference</b>	16/17_Q1_004	<b>Location overview</b>	
<b>Location</b>	Surrey Quays Road		
<b>Proposal</b>	To Install double yellow lines on the southeast side to improve traffic flow and to prevent obstructive parking at any time.		
<b>Community council meeting</b>	Bermondsey and Rotherhithe		
<b>Community council date</b>	22 June 2016		
<b>Ward(s) affected</b>	Rotherhithe		

<h3>Local parking amendment</h3>	
<p>A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.</p> <p>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.</p>	
<h4>Request</h4> <p>In March 2016 the council received a request from a resident who raised concerns about obstructive parking on Surrey Quays Road at evenings and weekends either side of the pedestrian crossing when the single yellow line is not in operation.</p>	
<h4>Location</h4> <p>Surrey Quays Road is part of the Rotherhithe (H) controlled parking zone which operates Monday to Friday 8.00am to 6.30pm. It is within walking distance of Canada Water underground station</p>	
<h4>Investigation and conclusions</h4> <p>An officer was unable to visit this location after the CPZ operational hours; however it is noted that the single yellow lines do provide unrestricted parking outside of the CPZ operational times.</p> <p>The single yellow lines are on the entry and exit to an existing signalised pedestrian crossing and allowing vehicles to park here would restrict pedestrian and motorist visibility. Parking on the western side of the crossing will narrow the carriageway down to an unacceptable width.</p> <p>It is also noted the single yellow line restriction is inconsistent with the rest of Surrey Quays Road, where the large majority of the carriageway is marked with double yellow lines. We no longer use single yellow lines within new CPZ designs as this sends a mixed message about where it may be safe to park.</p>	
<h4>Recommendation</h4> <p>Based on our investigation and conclusions, the council are recommending that the existing single yellow line is converted to double yellow lines either side of the existing pedestrian crossing to prevent obstructive parking. A detailed design drawing of the proposal is attached..</p>	
<h4>Next steps</h4> <p>Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.</p> <p>Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).</p> <p>Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.</p>	



- Legend**
- Proposed double yellow lines
  - Existing single yellow lines
  - Existing double yellow lines
  - Existing permit bay

Proposal  
Convert existing single yellow line  
to double yellow lines

Proposal  
Convert existing single yellow line  
to double yellow lines

Highways  
Parking Design

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO Box 64529  
London, SE1P 5LX

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





Project  
**1617 LOCAL PARKING AMENDMENTS**

Drawing Title  
**SURREY QUAYS ROAD  
PROPOSED DOUBLE YELLOW LINES**

Community Council <b>BERMONDSEY AND ROTHERHITHE</b>					
Ward(s) <b>ROTHERHITHE</b>					
Date	Scale	Drn	Chk	App	
04/03/16	1:500 @ A4	MH	PG	PG	
Dwg No. 1617Q1004				Rev	
Status DETAILED DESIGN				A	

Rev	Date	Description	Drn	Chk	App

		Local parking amendment
Reference	16/17_Q1_005	<b>Location overview</b> 
Location	Elephant Lane	
Proposal	To install a single yellow line on the east side adjacent to The Ship public house to provide a loading facility.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	22 June 2016	
Ward(s) affected	Rotherhithe	

### Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

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.

### Request

On 12 February 2016 the council received a request from Cllr Cryan on behalf of her constituent who raised concerns about obstructive parking caused by deliveries on Elephant Lane outside The Ship public house.

Concerns were raised that when the dray was delivering to the public house, parked cars caused the dray to double park and obstruct the highway.

### Location

Elephant Lane is mainly unrestricted with small sections of double yellow lines and disabled parking bays, it is within short walking distance to transport hubs that link the area to the city. This can make the street an attractive parking location for non-residents.

### Investigation and conclusions

An officer has made two visits (25/02/2016 and 06/04/2016) to this location and also met with the publican of The Ship to discuss their loading/unloading requirements.

It was noted during the site visits that a number of vehicles were parked alongside the public house on Elephant Lane. Although none of the vehicles were parked illegally or causing an obstruction to the flow on traffic, the current arrangements mean there is no safe available kerb space for deliveries to take place.



### Recommendation

Based on our investigation and conclusions, officers are recommending the introduction of a single yellow line on the east side of Elephant Lane adjacent to The Ship public house, operating Monday to Friday 8am-6.30pm.

The single yellow line will permit loading and unloading for a maximum of 40 minutes if loading is observed. The restriction will also enable motorist to parking on the yellow lines outside the hours of operation.

We are proposing to consult on a controlled parking zone in this area this year but the time scales for that project mean we are taking this minor change forward separately.

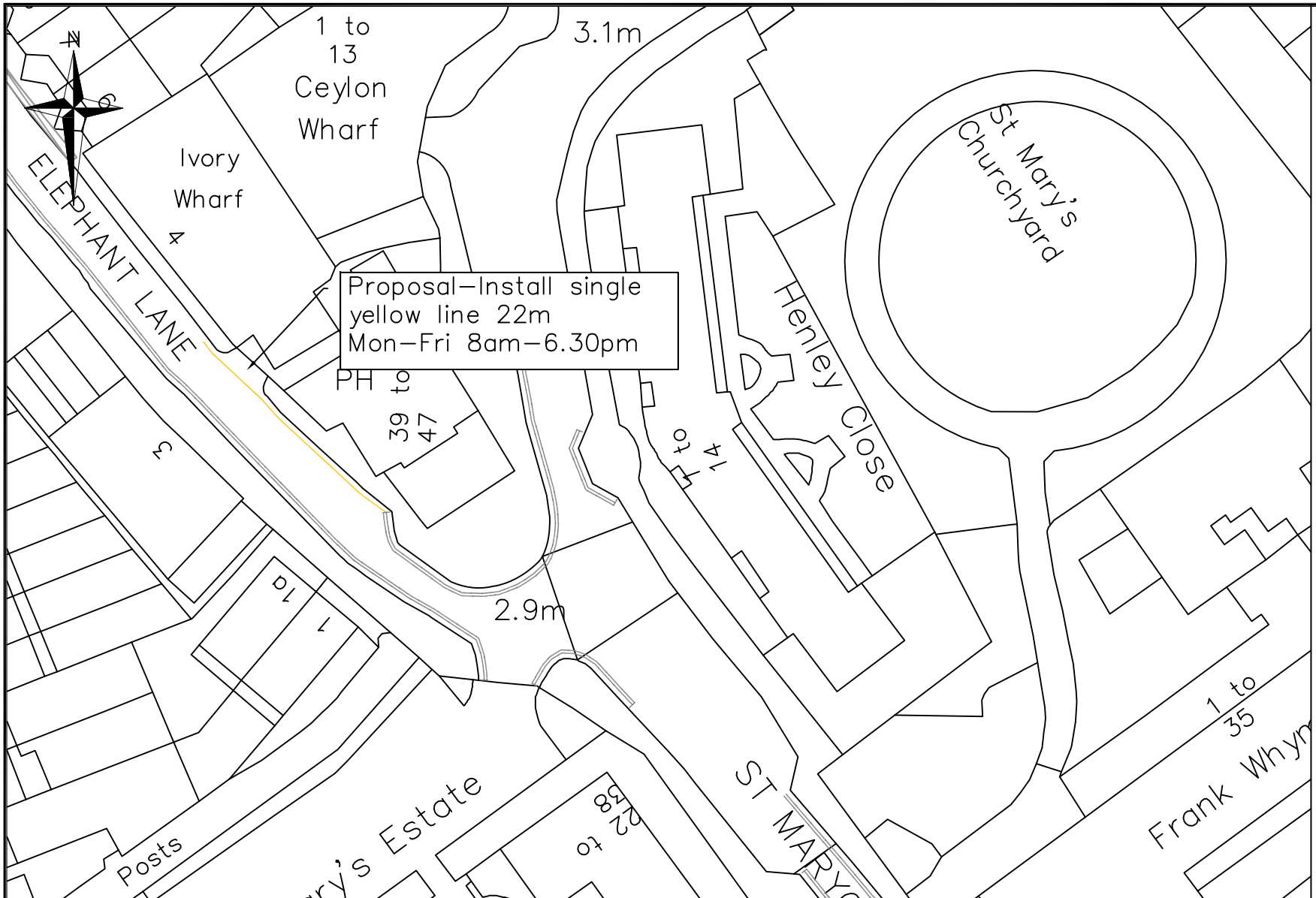
A detailed design drawing of the proposal is attached to this document.

**Next steps**

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).


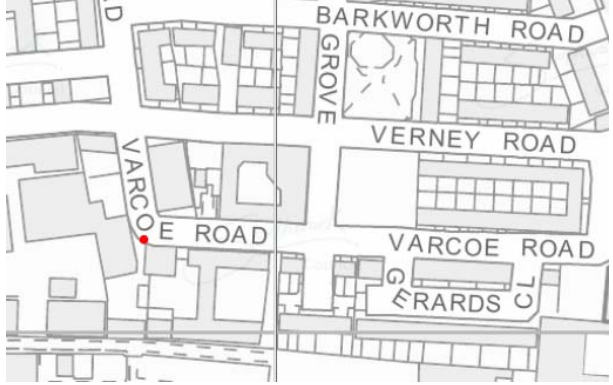
Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



**Legend**  
 Existing double yellow lines  
 Proposed single yellow line

25

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project <b>1617 LOCAL PARKING AMENDMENTS</b>	Community Council <b>BERMONDSEY AND ROTHERHITHE</b>										
		Drawing Title <b>ELEPHANT LANE          PROPOSED SINGLE YELLOW LINE</b>	Ward(s) <b>ROTHERHITHE</b>										
			Date <b>06/04/16</b>	Scale <b>1:500 @ A4</b>	Drn <b>MH</b>	Chk <b>PG</b>	App <b>PG</b>						
			Dwg No. <b>1617Q1005</b>					Rev <b>A</b>					
		Status <b>DETAILED DESIGN</b>					Rev <b>A</b>	Date 	Description 	Drn 	Chk 	App 	

		<h2>Local parking amendment</h2>	
<b>Reference</b>	16/17_Q1_006	<b>Location overview</b>	
<b>Location</b>	Varcoe Road		
<b>Proposal</b>	To install double yellow lines adjacent to No.2 Varcoe Road to provide access at any time.		
<b>Community council meeting</b>	Bermondsey and Rotherhithe		
<b>Community council date</b>	22 June 2016		
<b>Ward(s) affected</b>	Livesey		

### Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

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.

### Request

On 12 February 2016 the council received a request from the D+R Scaffold Group requesting extending the existing double yellow lines to ensure access to their storage yard at No. 2 Varcoe Rd and to prevent obstructive parking.

The business raised concerns that vehicles are blocking the vehicular access for their lorries and this has a detrimental effect on their business.

### Location

Varcoe Road is mainly unrestricted with small sections of double yellow lines and disabled parking bays. The western end of the road has a mix of residential and commercial business premises meaning there is likely to be a high demand for on-street parking.

### Investigation and conclusions

An officer visited this location on 25 February 2016 to ascertain the need to install new double yellow lines to provide and maintain access to No.2 Varcoe Road.

It was noted that during the site visit a number of vehicles were parked directly outside the entrance to No.2 and were causing a complete obstruction to the entrance.

The yard is serviced by large articulated vehicles and carriageway space is required to allow and maintain access for all vehicles using the yard.

There are some existing double yellow lines that stop short of the vehicular access which may lead motorists to think that they are parking safely, especially if the gate to the yard is closed.



### Recommendation

Based on our investigation and conclusions the council are recommending extending the existing double yellow lines on the south and west sides of Varcoe Road.

A detailed design drawing of the proposal is attached to this document.

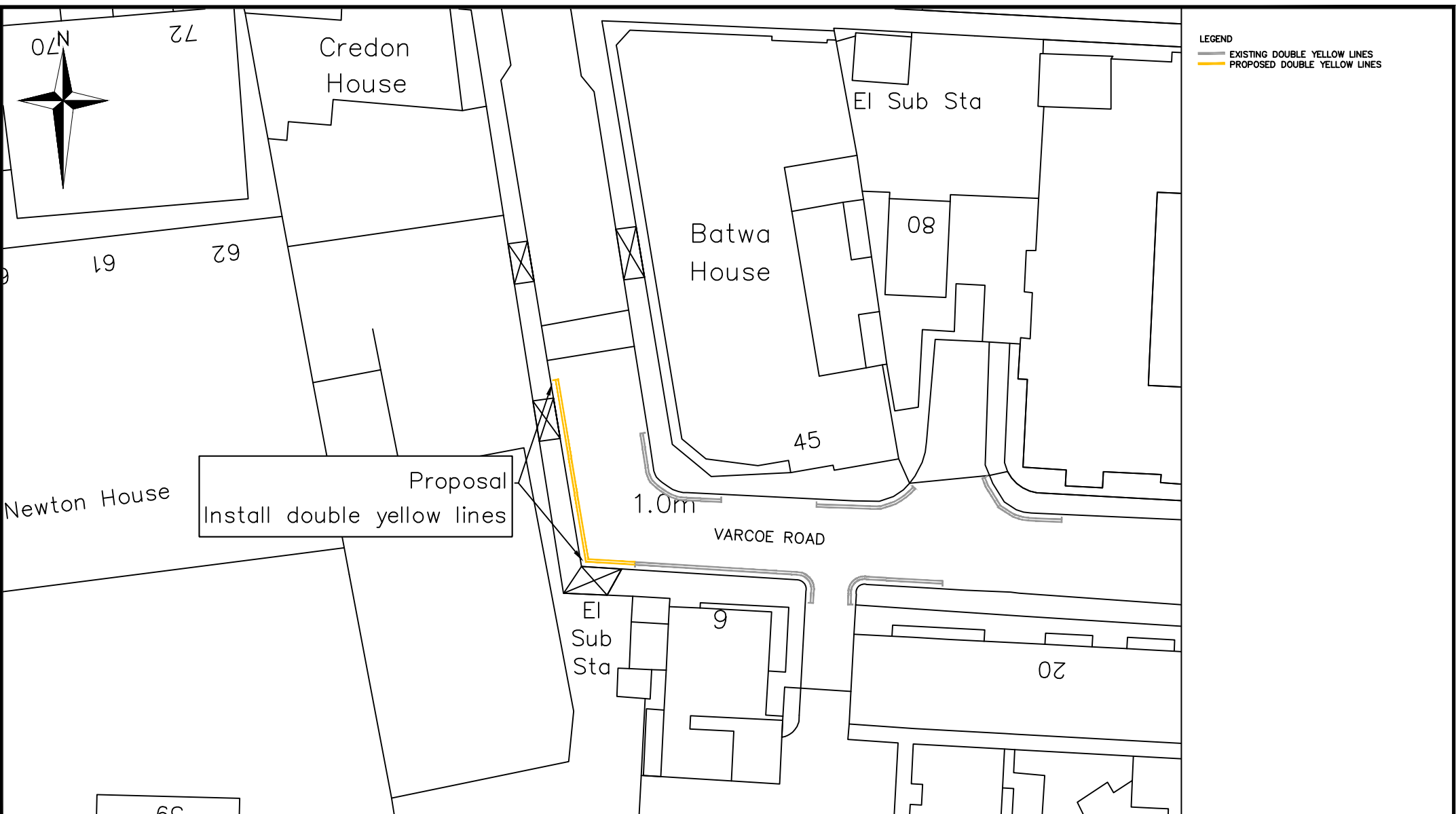
### Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.



Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



LEGEND  
 — EXISTING DOUBLE YELLOW LINES  
 — PROPOSED DOUBLE YELLOW LINES


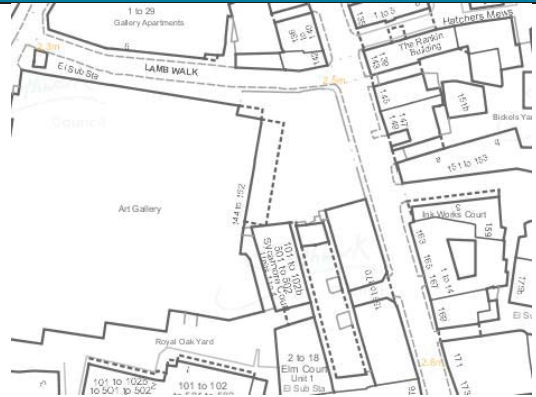
Highways  
 Parking Design  
  
 Environment and Leisure  
 Floor 3, hub 1  
 Southwark Council  
 160 Tooley Street  
 PO Box 64529  
 London, SE1P 5LX  
  
[www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)



Project  
 1516 LOCAL PARKING AMENDMENT  
  
 Drawing Title  
 VARCOE ROAD  
 PROPOSED DOUBLE YELLOW LINES

Community Council BREMNDSEY AND ROTHERHITHE					
Ward(s) LIVESEY					
Date	Scale	Drn	Chk	App	
25/02/2016	1:1250 @ A4	MH	PG	PG	
Dwg No.	1617Q1006				Rev
Status	DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

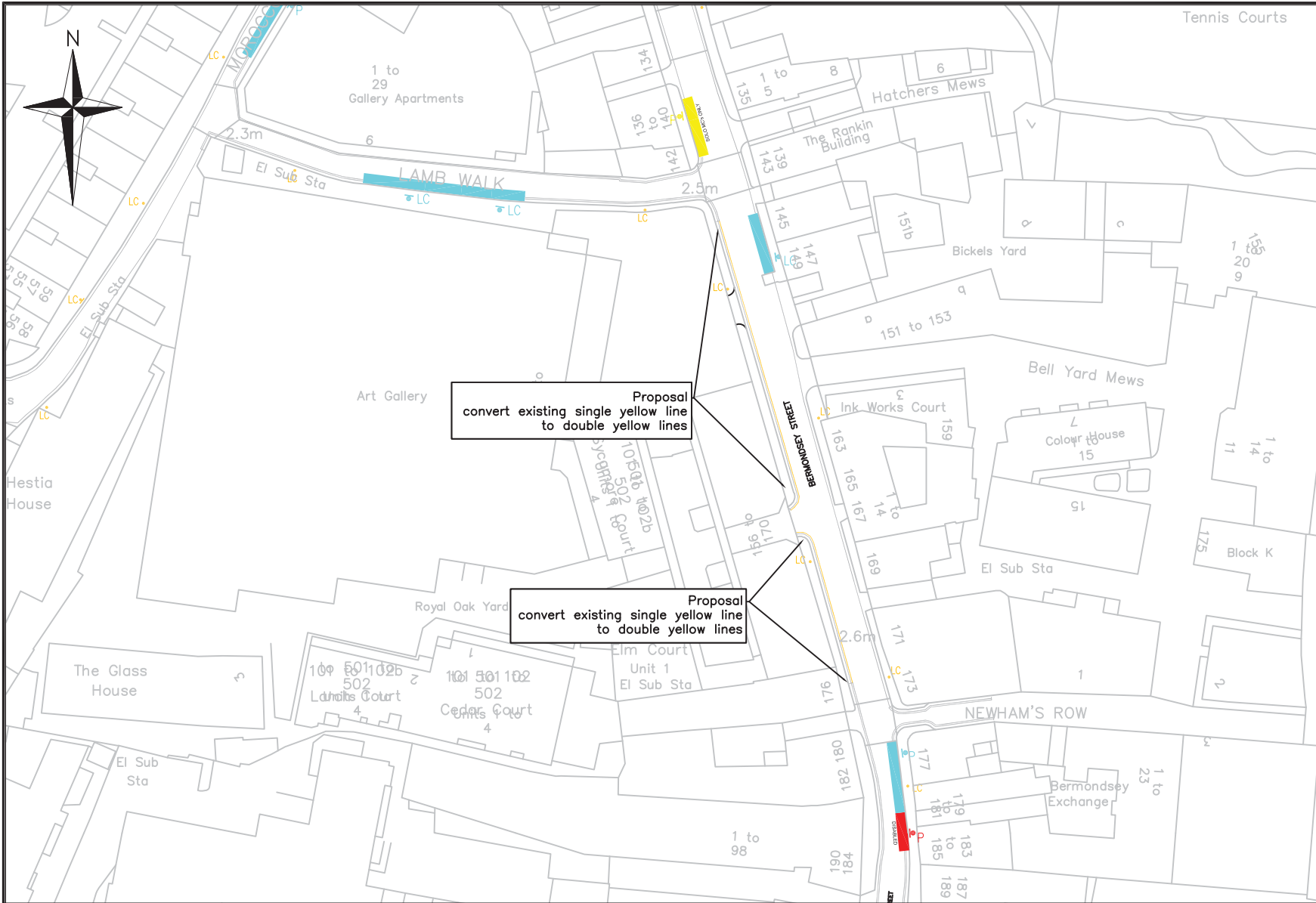
		Local parking amendment
Reference	16/17_Q1_011	<b>Location overview</b> 
Location	Bermondsey Street	
Proposal	To convert an existing single yellow line to double yellow line from No.176 to White Cube Gallery to maintain traffic flow and access at any time.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	22 June 2016	
Ward(s) affected	Grange	

Local parking amendment
<p>A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.</p> <p>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.</p>
<b>Request</b> <p>On 25 March 2016 the council received a request from Cllr Johnson on behalf of a constituent requesting double yellow lines be installed at this location to ensure traffic flow, to maintain access and to prevent obstructive parking.</p>
<b>Location</b> <p>Bermondsey Street is part of the London Bridge (F) controlled parking zone (CPZ), which operates Monday to Saturday 8am – 6.30pm. All kerbside space is marked with either parking bays or yellow line restrictions. At this location there are currently single yellow lines on both sides of the carriageway.</p>
<b>Investigation and conclusions</b> <p>Outside of the operational period parking can become an issue, i.e. late evenings and on a Sunday, when motorists are able to park on the existing single yellow line restrictions.</p> <p>As the area is very vibrant, with cafes, restaurants, shops and also within short walking distance to many tourist attractions, there is likely to be a high demand for parking by non-residents when the CPZ is no longer in operation.</p> <p>This section of Bermondsey Street (between Lamb Walk and Newham's Row) is narrow and can only support parking on one side of the carriageway. Parking on both side of the carriageway reduces the carriageway to 2.2metres, this restricts access for large delivery and emergency vehicles.</p>
<b>Recommendation</b> <p>Based on our investigation and conclusions, officers are recommending replacing the existing single yellow line with yellow lines on the west side of Bermondsey St between No.176 and the White Cube Gallery.</p> <p>The double yellow line will permit loading and unloading for a maximum of 40 minutes if loading is observed.</p> <p>It should be noted that single yellow line will be maintained on the east side, so parking provisions are still available outside the CPZ hours.</p> <p>A detailed design drawing of the proposal is attached to this document.</p>
<b>Next steps</b> <p>Should the community council approve this local parking amendment, it is expected that statutory consultation will</p>

commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



- Legend**
- Proposed Double Yellow Line
  - Existing Single Yellow Line
  - Existing Double Yellow Line
  - Permit Holder Only Bays (Mon - Sat, 8am - 6.30pm)

Highways  
Parking Design

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO Box 64529  
London, SE1P 5LX

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


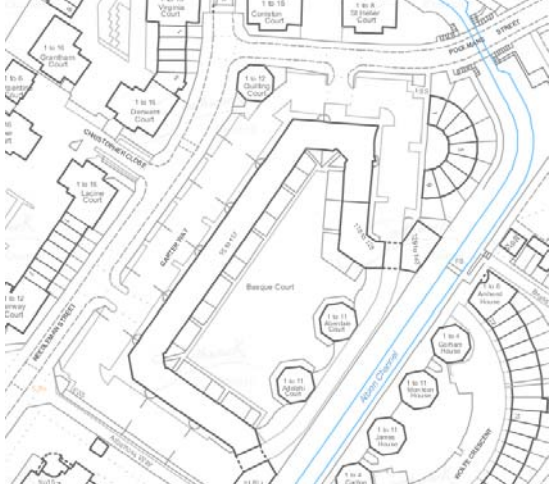


Project  
**1617 LOCAL PARKING AMENDMENTS**

Drawing Title  
**BERMONDSEY STREET  
CONVERT SINGLE YELLOW LINE TO  
DOUBLE YELLOW LINES**

Community Council <b>BERMONDSEY AND ROTHERHITHE</b>					
Ward(s) <b>GRANGE</b>					
Date	Scale	Drn	Chk	App	
20/05/16	1:500 @ A4	MH	PG	PG	
Dwg No.	1617Q1011				Rev
Status	DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

		<h2>Local parking amendment</h2>	
Reference	16/17_Q1_016	Location overview	
Location	Garter Way		
Proposal	To install double yellow lines to prevent obstructive parking and maintain traffic flow and access at any time.		
Community council meeting	Bermondsey and Rotherhithe		
Community council date	22 June 2016		
Ward(s) affected	Rotherhithe		

### Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

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.

### Request

On 25 March 2016 the council received a request from a resident of Garter Way requesting double yellow lines are installed to prevent obstructive parking and maintain traffic flow.

### Location

Garter Way is public highway and has no designated footways meaning pedestrians have to share the same road surface as vehicles.

Parking is provided throughout Garter Way, however these are private (areas of non public highway) and designated to residents and are not under the jurisdiction of the council.

### Investigation and conclusions



The Rotherhithe (H) controlled parking zone (CPZ) was extended to Canada Street and Quebec Way in May 2016. With Needleman Street and Poolmans Road already controlled with double yellow lines, this leaves Garter Way the nearest uncontrolled street to Canada Water station.



The extension of the CPZ as well as the developments in the area has potentially caused parking displacement to Garter Way.

Usually the council would consider allocating and designating the kerbside space as part of a wider CPZ study, however, as there is an unusual road layout with no designated footways, it is unlikely that the council would designate parking on the public highway in Garter Way. The mix of areas which are not adopted also makes any inclusion in a CPZ unlikely as the Council would be unable to make a traffic order for the areas of private parking.

It is noted that there are 185 residential properties in Garter Way with each address allocated their own private parking space. All the parking spaces are adjacent to the public highway and it would be the responsibility of the

management agent to control any parking regulations.

Of the 185 spaces we noted just two spaces for visitors and we conclude that as well as non-residents, it's possibly residents' second vehicles and visitors that are most likely to be parked on the public highway.

At present there are no restrictions on the highway and vehicles are parked on the surface that is shared with pedestrians, there is a possibility of conflict here as visibility is reduced by the parked vehicles. This is particular concern in the section adjacent to the Albion Chanel.

The parked vehicles reduce the highway width to 3.5 metres.

Officers wrote to the local ward members with possible solutions for Garter Way and members expressed support for the introduction of waiting restrictions

### **Recommendation**

Based on our investigation and conclusions the council are recommending the introduction of double yellow lines are on all kerb lines to remove obstructive and dangerous parking in Garter Way.

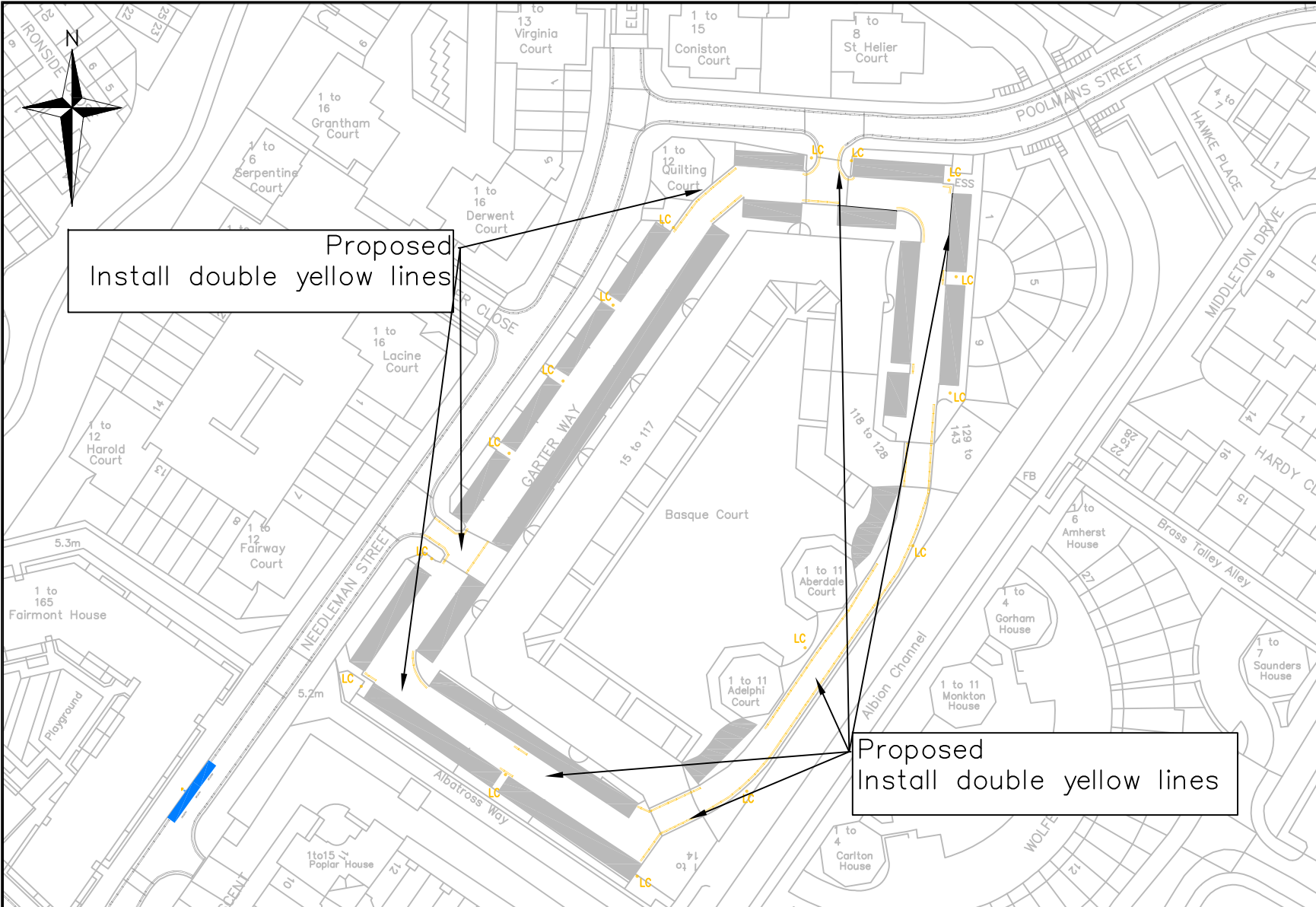
A detailed design drawing of the proposal is attached.

### **Next steps**

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



- Legend**
- Proposed double yellow lines
  - Existing double yellow lines
  - Existing car club bays
  - Off-street private parking bays

Proposed  
Install double yellow lines

Proposed  
Install double yellow lines

Public Realm Projects  
Parking Design

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
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Project  
**1617 LOCAL PARKING AMENDMENT**


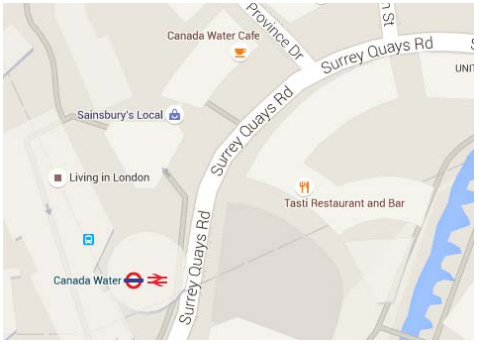
Drawing Title  
**GARTER WAY  
INSTALL DOUBLE YELLOW LINES**

Community Council <b>BERMONDSEY AND ROTHERHITHE</b>				
Ward(s) <b>ROTHERHITHE</b>				
Date	Scale	Drn	Chk	App
20/05/16	1:12500 @ A4	MH	PG	PG
Dwg No.	1617Q1016			
Status	DETAILED DESIGN			


Rev	Date	Description	Drn	Chk	App

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 <b>Local parking amendment</b>		
<b>Reference</b>	1617Q1012	<b>Location overview</b> 
<b>Location</b>	Canada Water / Surrey Quays Road	
<b>Proposal</b>	To install a taxi rank in a loading bay on Surrey Quays Road on the southbound approach to Canada Water station. The taxi rank would operate outside of the permitted loading times.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
<b>Community council date</b>	22 June 2016	
<b>Ward(s) affected</b>	Rotherhithe	

The parking design team are presenting this proposal on behalf of Transport for London (TfL)

Local parking amendment
<p>A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.</p> <p>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.</p>
Request
<p>On 11 January 2016 the Council received a request from Transport for London (TfL) to appoint a new taxi rank to serve the Canada Water Station on Surrey Quays Road. The taxi rank would be introduced in a layby currently used as a loading bay.</p> <p>This is a busy London Underground (LU) station close to a bus station. The LU station on the Jubilee Line would be served by Night Tube services which are expected to commence operation in August/September 2016.</p> <p>An initial site visit by TfL was carried out on Friday 25 September 2015 to review potential locations for a new taxi rank.</p>
Location
<p>Surrey Quays Road falls within the Canada Water Regeneration Action area. The location being suggested is also designated as a loading bay.</p>
Investigation and conclusions
<p>On the site visit carried out by TfL on 25 September 2015 a number of options were reviewed on Surrey Quays Road near Canada Water Station but were ruled as being unsuitable for a taxi rank as they were too far away from the station entrance or were occupied by cycle stands.</p> <p>The proposed space in the loading bay on Surrey Quays Road has a clear sight line from Canada Water Station. It is large enough to accommodate four taxis and as it is off street, the rank would allow other vehicles to safely pass.</p> <p>An image showing the loading bay on Surrey Quays Road is below.</p>


TfL has confirmed that they will fund the work (consultation, signage, road markings) associated with this new taxi rank.

### Recommendation

Based on Transport for London's investigation and conclusions, TfL are requesting that modifications are made to the existing loading bay on Surrey Quays Road on the southbound approach to Canada Water station, as summarised below:

Existing arrangement	Loading only bay is in operation at any time (24 hours a day, Monday to Sunday)
Proposed arrangement	Loading only bay to operate 7am – 7pm (Monday to Sunday) Combined with 'no waiting except taxis' 7pm – 7am (Monday to Sunday)

In summary, the proposed arrangement will continue to maintain loading and unloading during the day for residents and businesses, particularly during the peak periods.

As it is unlikely that deliveries are taking place during unsociable hours, it is considered that the existing loading arrangement can be relaxed to enable taxis to wait for passengers exiting from the night tube service.

It should be noted that there is also a loading bay directly opposite this proposal which will continue to operate at any time (24 hours a day, Monday to Sunday)

A detailed design drawing of the proposal is attached.

### Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



# PROPOSED TAXI RANK

EXISTING LOADING ONLY BAY TO BE RETAINED

EXISTING PEDAL CYCLES ONLY BAY TO BE RETAINED

Ontario Point

SURREY QUAYS ROAD

EXISTING LOADING ONLY BAY TO BE CONVERTED TO A TAXI RANK

1 Montreal House

Posts

SCALE - 1:200

### Notes

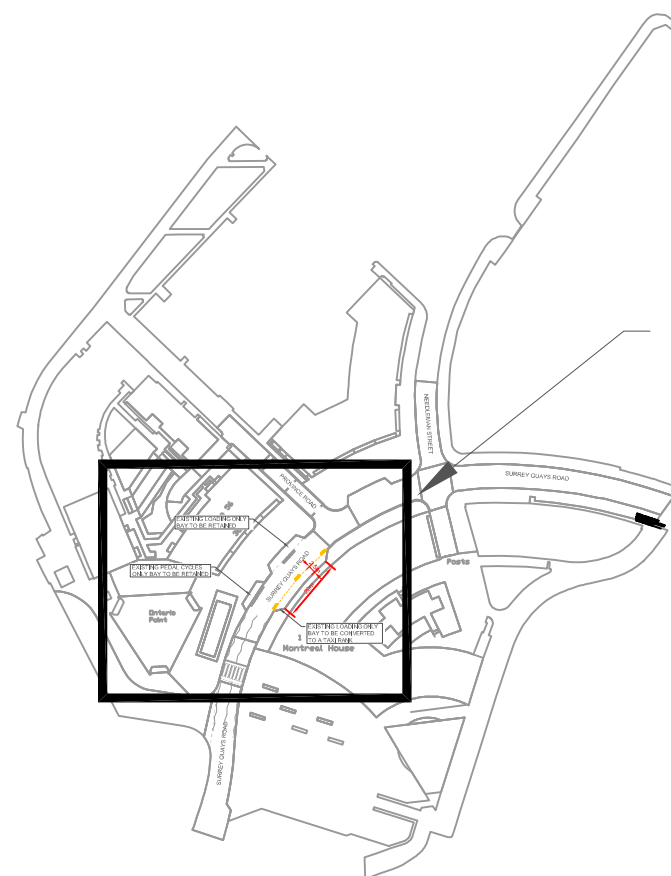
1. Existing waiting, loading, stopping restrictions and parking bays are shown indicatively.
2. All dimensions shown in metres unless stated otherwise.

### Key to symbols

- EXISTING WAITING, LOADING AND STOPPING RESTRICTIONS
- PROPOSED TAXI RANK



# LOCATION PLAN



LOCATION OF NEW TAXI RANK

P1	15/04/16	TT	Preliminary Issue for Comments	RR	RB
Rev	Date	Drawn	Description	Ch'k'd	App'd



Demeter House  
Station Road  
Cambridge, CB1 2RS  
United Kingdom  
T +44 (0)1223 463500  
F +44 (0)1223 461007  
www.mottmac.com

Client



Title  
Surrey Quays Road  
Proposed Taxi Rank

Designed	T Tharma	Eng check	R Reed
Drawn	T Tharma	Coordination	X
Dwg check	R Reed	Approved	R Booth
Scale at A1	AS SHOWN	Status	PRE
Rev			P1


Drawing Number  
MMD-360027-DR-00-XX-003

SCALE - 1:1250

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		Local parking amendment
<b>Reference</b>	16/17_Q1_009	<b>Location overview</b>
<b>Location</b>	Linsey Street /Alexis Street	
<b>Proposal</b>	To install new 'no stopping on entrance' markings (school keep clear) on Linsey Street and to relocate 'no stopping on entrance markings' (school keep clear) in Alexis Street.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
<b>Community council date</b>	22 June 2016	
<b>Ward(s) affected</b>	Grange	

### Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

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.

#### Request

On 2 May 2016 the council received a request from the St James' CE primary School requesting new 'no stopping on entrance' markings on Linsey Street and to relocate 'no stopping on entrance' marking in Alexis Street.

#### Location

Linsey Street and Alexis Street are mostly unrestricted with sections of double yellow lines, 'no stopping on entrance' markings and disabled bays.

#### Investigation and conclusions

Officers met with a representative from the St James' CE Primary School and carried out a site visit to discuss the changes the school has made to pedestrian accesses. The school have opened a new pupil entrance/exit on Linsey Street which exits via the gate adjacent to the school's playing area.

They have stopped using the original pupil entrance/exit and are now using a new controlled day entrance/exit on Alexis Street, where pupils can only enter and leave the school during school hours.

Due to the high density of residential properties, parking on both streets is in high demand. This increases during the school pickup/drop off times.

#### Recommendation

Based on our investigation and conclusions the council are recommending the introduction of new 'no stopping on entrance' road markings on Linsey Street and to relocate the existing 'no stopping on entrance' road markings on Alexis Street to maintain pupil safety when entering/leaving St James' CE Primary School.

Please note that the existing two school keep clears will increase to three, all of which are located adjacent to pupil entrances to the school.

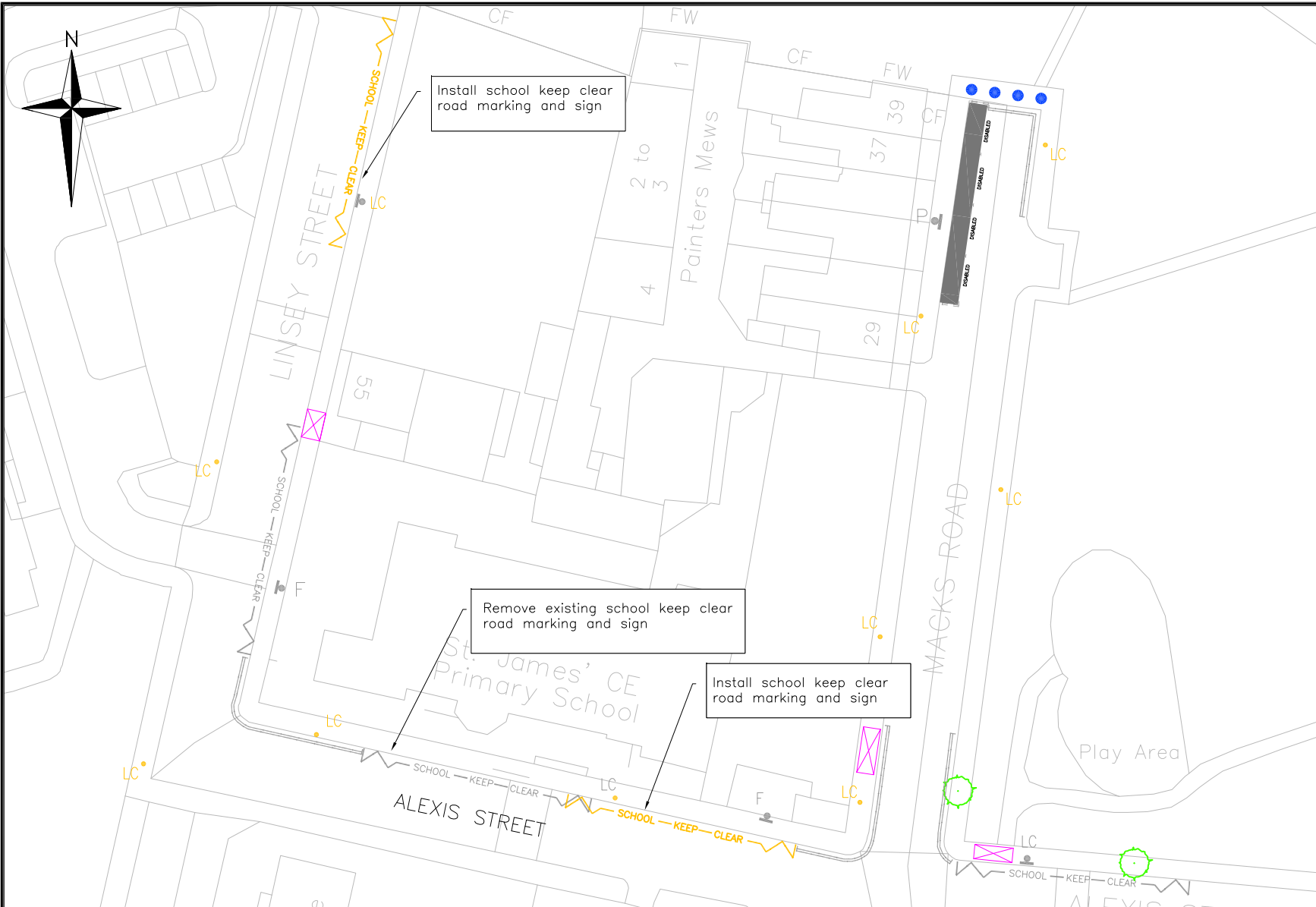
A detailed design drawing of the proposal is attached.

#### Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in August 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



**LEGEND**

- Existing double yellow lines
- Proposed school keep clear
- Existing school keep clear
- Tree

Highways  
Parking Design

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO Box 64529  
London, SE1P 5LX

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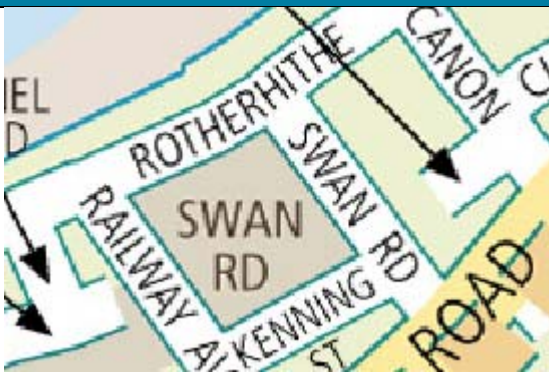


Project  
1617 LOCAL PARKING AMENDMENTS

Drawing Title  
LINSEY STREET/ALEXIS STREET  
PROPOSED SCHOOL KEEP CLEARS

Community Council BERMONDSEY AND ROTHERHITHE				
Ward(s) GRANGE				
Date	Scale	Drn	Chk	App
24/05/16	NTS @ A4	MH	GD	PG
Dwg No. 1617Q1009				Rev
Status DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

 <b>Local parking amendment Determination of statutory objection</b>		
<b>Reference</b>	15/16_Q3_004	<b>Location overview</b>
<b>Location</b>	Rotherhithe Street - outside No.135	
<b>Proposal</b>	To install double yellow lines to provide unrestricted access to the entrances of No.135.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
<b>Community council date</b>	22 June 2016	
<b>Ward(s) affected</b>	Rotherhithe	

### Background

At the meeting held 27 January 2016, the Bermondsey and Rotherhithe community council approved this proposal for statutory consultation.

In August 2015, the parking design team was contacted the owner of No.135 who asked that a length of double yellow line could be installed outside the entrances to No.135 to prevent obstructive parking.

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

There is no footway outside No.135, the access to the building is straight off the highway and the parking at this location is unrestricted. If vehicles park adjacent to the two entrances, this severely reduces access. The current situation would prevent any large items from either entering or leaving the property.

Statutory consultation was carried out between 14 April 2016 and 05 May 2016. During this period, the council received two objections.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

### Summary of objection(s)

The two objections received are attached to this report and can be summarised as:

- No.135 not being used day to day as a commercial property
- Previous owner ran a business and had no access problems
- Objectors believe that residents of No.135 want to restrict parking for themselves
- The proposals will further restrict available parking space in an area where there is high demand

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Bermondsey and Rotherhithe community council for determination.

### Recommendation and next steps

It is recommended that the two objections made against the proposal to install double yellow lines to provide unrestricted access to the entrances of No.135, be considered and rejected, as the proposed restrictions are for highways safety reasons and to ensure access to No.135 is available at all times. The lack of a footpath along this side of Rotherhithe St means parked cars block access into and out of the building.

We are proposing to consult on a controlled parking zone in this area this year but the time scales for that project mean we are taking this minor change forward separately.

It is recognised that parking stress is high in this area, however preventing obstructive parking and maintaining access should take priority over the loss of what is deemed by officers as a length of unsafe parking. It is also recommended that officers be instructed to write to the objectors to explain the decision and proceed with making the traffic order and implementing the road markings.

The extent of the proposed restrictions is shown in the plan overleaf.



## Objection 1

From:

Sent: Thursday, April 28, 2016 7:33 PM

To: traffic orders

Subject: H/ND/TMO1516-042

Dear Sirs,

We are writing to object to an application within the above reference to place road traffic restrictions/road marking lines outside

(i) Rotherhithe Street on the North West side of 135 Rotherhithe Street.

We are objecting on the following grounds:

- NO 135 Rotherhithe St is not being used as a day to day commercial premises such that the large blue doors to the street are not required to be opened. Indeed, they have been closed up from the inside of the premises and to our knowledge cannot be opened for use in any event. As such, parking outside the blue doors on the street outside is of no consequence to the occupiers of 135 Rotherhithe St. because the access area is not in use and access is not at all hindered by parking outside. This also shows that the occupants are not requiring access to the premises with large items as they have closed up the main door access.

- NO 135 Rotherhithe St is being used as a small work unit and possibly a residential unit as well (outside the scope of the Class of Use, if so).

The nature of the work in the Unit has been advised to be and appears to be small on-site works by one individual inside the unit such as designing and welding small pieces of metal artefacts, not large items. Access is no different to that of a person carrying their shopping bags into properties along Rotherhithe St between parked cars.

- The previous occupier of 135 Rotherhithe St ran a coffee machine business which required access with large coffee machines and equipment. At no time did he have difficulties accessing the premises nor request lines on the road for his convenience outside for loading or otherwise. Rather like the rest of those on Rotherhithe St, we park where we can and walk back to our property and, if needs be, we stop outside in the roadway and unload for a minute before finding a suitable parking space further along the street.

Everyone along Rotherhithe St does the same with home deliveries, carpet deliveries, contractor deliveries, there is no other option but this is accepted.

- There are no more deliveries to No. 135 than there are to our own home of home deliveries (v few!!) and parking along the front of 135 does not prevent any deliveries to the occupants through their premises access doors. Their front door area access to the Street is of no lesser difficulty than our own to 133 Rotherhithe Street, where access when vehicles are parked along the Street outside is awkward through the gate straight on to the street, but this is no reason to request lines outside your own home simply because you have to walk in between cars or along a car to reach your door/gate. This is London!

- We believe the occupants want to restrict parking outside 135 so they can have some parking for their own use when they visit the premises (this is not daily and often in the evening). They are no doubt aware that traffic wardens do not patrol this area in the evening/night and thus parking on lines by night is unlikely to result in any traffic violation ticket outside their premises. Having restrictions outside their unit would deter others from parking and thus leave the area free for occupation when they attend the premises in the evening.

- Parking in the vicinity is busy due to limited off street parking areas in properties; to reduce the availability of on street parking permanently to others in the area for the purpose of the occupants (who have recently purchased 135 Rotherhithe St) having their own parking availability outside their unit is not a reason to impose restrictions outside their front door to the detriment of everyone else along Rotherhithe St. Parking will be dire for others if this is approved. The loss of any space along the street causes major issues for everyone living in the vicinity.

- To restrict parking outside 135 will cause issues with the maintenance and upkeep of Hays Court, a Grade II listed building, because this would prevent contractors parking cherry picker lorries and similar in front of the building to carry out maintenance of brickwork, gutters, TV aerials and windows. It would also prevent contractors being able to park to deliver and/or work in other properties in Hays Court (attached to 135 Rotherhithe ST), which is difficult at the best of times when residents want new bathrooms/kitchens/maintenance and contractors cannot always park nearby with their tools.

- We suspect that the owners/applicants may consider an application for change of use of the unit in due course to residential premises. Thus, to have "no parking" or parking restrictions outside the front of what would be your home front door would be extremely convenient and no doubt add value to the Property. Again, this is not a viable reason to request parking restrictions.

- Having lived at our property for 6.5 years which is part of the same building as 135 Rotherhithe St (Hays Court) and experienced the parking on Rotherhithe St and had access to the store first hand (our meters, windows, TV aerials etc are located behind 135's door - we have never had any difficulty in accessing the store doors with ladders and contractors), we do not consider there are valid occupation/access reasons for the applicants to be granted parking restrictions on the street outside 135 Rotherhithe St.

- The parking situation was present at the time the Applicants viewed the property for purchase and on purchase of the premises by the Applicant ca.

12 - 18 months ago, parking in the area has not altered before, during purchase or since their Occupation and it caused no difficulty to previous occupants of the unit for many years. Indeed the unit was previously occupied not only by a coffee equipment company but by a boat building/repair company which had large sized materials in the unit (huge sails/masts etc) but they did not request parking lines outside the frontage of their doors for access.

We therefore object to this traffic order application outside 135 Rotherhithe St.

Thank you for your consideration.

Yours sincerely

**Objection 2**

From:  
Sent: Thursday, May 05, 2016 6:08 PM  
To: Parking  
Cc: traffic orders  
Subject: local parking issues re: H/ND/TMO1516-042

Dear Mr Herd,

I would like to strongly object to the proposal of introducing double yellow linea in Rotherhithe Street outside 135 Rotherhithe street and on the SE side outside N.218 and Nelson Court.

The cars that are parked in that stretch of road are 99% cars belonging to commuters and by introducing yellow lines you will prevent local residents from parking outside their homes as that stretch of yellow lines will take away at least 10 parking spaces.

The commuters parking their cars even outside people's gates are indeed a nuisance, however, introducing yellow lines is not the solution but will cause more misery to local residents than what they have to face already on a daily basis when dealing with commuter traffic and parking. When commuters did not park all around this area, there was never any problem and it all started when the overground station opened and the introduction of the Congestion Charge

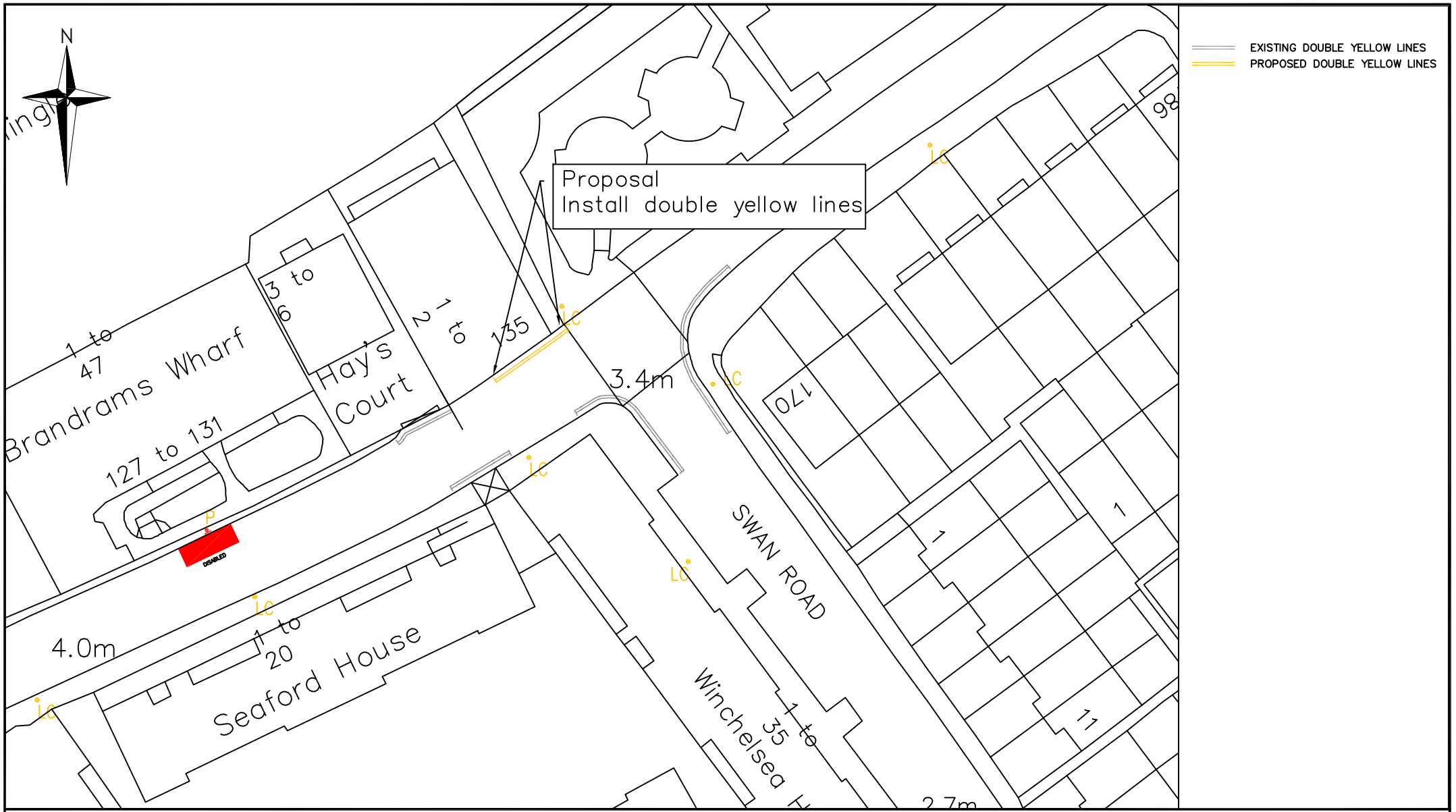
What needs to be done is the introduction of resident's parking controlled zones which will prevent the over parking by those commuters who dumped their cars in the area all day and use the nearby overground.

Many times we have been unable to get out of our property due to commuters cars parked in front of our gates and being disrespectful of local residents.

The fact that a controlled parking zone has now been introduced in Canon Beck Road is making matters worse with commuters still wanting to park their cars in the area and therefore cramming every available space which is still free.- this decision has not been thought through properly and the consequences in terms of over parking on the other free areas have not been taken into considerations - that decision may have made other residents lives better but has certainly made other residents' lives worse than it was already when it comes to commuters parking

Please reconsider this decision and introduce residents parking only - this would solve the commuters problem and not make the lives of many residents a misery more that what it is already



Thanks for your consideration



EXISTING DOUBLE YELLOW LINES  
 PROPOSED DOUBLE YELLOW LINES

Proposal  
Install 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  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project	1516Q3 LOCAL PARKING AMENDMENTS					Community Council					BERMONDSEY AND ROTHERHITHE				
		Drawing Title	ROTHERHITHE STREET PROPOSED DOUBLE YELLOW LINES					Ward(s)					ROTHERHITHE				
				Date	Scale	Drn	Chk	App									
				10/10/15	1:500@A4	MH	PG	PG									
				Dwg No.		1516Q3_004		Rev									
				Status		DETAILED DESIGN		A		Rev	Date	Description	Drn	Chk	App		

 <b>Local parking amendment Determination of statutory objection</b>		
<b>Reference</b>	15/16_Q3_021	<b>Location overview</b>
<b>Location</b>	Rotherhithe Street - opposite Columbus Court	
<b>Proposal</b>	To install double yellow lines to provide unrestricted access to the garages at Columbus Court and along Rotherhithe Street between Brunel Road and Clarence Mews.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
<b>Community council date</b>	22 June 2016	
<b>Ward(s) affected</b>	Rotherhithe	

### Background

At the meeting held 27 January 2016, the Bermondsey and Rotherhithe community council approved this proposal for statutory consultation.

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.

This section of Rotherhithe Street is predominately residential and many properties have off-street parking. Most vehicles that park in this section of Rotherhithe Street are likely to be commuters as there is easy access to the underground and bus routes with onward connections to the Canary Wharf and the City.

There were no vehicles parked opposite Columbus Court and access to the garages was unrestricted during our site visit, however it was noted that if vehicles were parked on both side of the highway it would reduce access into the garages and obstruct large delivery, refuse and emergency vehicles.

The resident has supplied photographic evidence that shows vehicles parked on both sides of the highway and this clearly reduces the width of the road and makes travel along the Rotherhithe Street very difficult but not impossible for large vehicles to pass.

Statutory consultation was carried out between 14 April 2016 and 05 May 2016. During this period, the council received four objections and one email of support.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

### Summary of objection(s)

The four objection received are attached to this report and can be summarised as:

- further restrictions will reduce available parking space
- we should not install double yellow line across dropped kerb of No.218
- the area needs a controlled parking zone
- objector believes that there's enough space for cars to park both sides of road
- Introducing parking restrictions will cause parking problems for residents

Officers wrote to the objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Bermondsey and Rotherhithe community council for determination.

#### **Recommendation and next steps**

It is recommended that the four objections made against the proposal to install double yellow lines to provide and maintain access to the section of Rotherhithe Street from Brunel Road to Clarence Mews, be considered and rejected, as the proposed restrictions are for highways safety reasons and access for refuse, delivery and emergency vehicles.

It is recognised that parking stress is high in this area, however preventing obstructive parking and maintaining access should take priority of the loss of what is deemed as unsafe parking.

We are proposing to consult on a controlled parking zone in this area this year but the time scales for that project mean we are taking this minor change forward separately.

It is also recommended that officers be instructed to write to the objectors to explain the decision and proceed with making the traffic order and implementing the road markings.

The extent of the proposed restrictions is shown in the plan overleaf.

**Objection 1**

From:  
Sent: Thursday, May 05, 2016 6:08 PM  
To: Parking  
Cc: traffic orders  
Subject: local parking issues re: H/ND/TMO1516-042

Dear Mr Herd,

I would like to strongly object to the proposal of introducing double yellow lines in Rotherhithe Street outside 135 Rotherhithe street and on the SE side outside N.218 and Nelson Court.

The cars that are parked in that stretch of road are 99% cars belonging to commuters and by introducing yellow lines you will prevent local residents from parking outside their homes as that stretch of yellow lines will take away at least 10 parking spaces.

The commuters parking their cars even outside people's gates are indeed a nuisance, however, introducing yellow lines is not the solution but will cause more misery to local residents than what they have to face already on a daily basis when dealing with commuter traffic and parking. When commuters did not park all around this area, there was never any problem and it all started when the overground station opened and the introduction of the Congestion Charge

What needs to be done is the introduction of resident's parking controlled zones which will prevent the over parking by those commuters who dumped their cars in the area all day and use the nearby overground.

Many times we have been unable to get out of our property due to commuters cars parked in front of our gates and being disrespectful of local residents.

The fact that a controlled parking zone has now been introduced in Canon Beck Road is making matters worse with commuters still wanting to park their cars in the area and therefore cramming every available space which is still free.- this decision has not been thought through properly and the consequences in terms of over parking on the other free areas have not been taken into considerations - that decision may have made other residents lives better but has certainly made other residents' lives worse than it was already when it comes to commuters parking

Please reconsider this decision and introduce residents parking only - this would solve the commuters problem and not make the lives of many residents a misery more than what it is already

Thanks for your consideration

**Objection 2**

From:  
Sent: Thursday, May 05, 2016 10:21 PM  
To: traffic orders  
Subject: H/ND/TMO1516-042

> Mr Herd

>  
> I wish to object to the proposed introduction of double yellow lines along Rotherhithe Street.

>  
> As documented on Southwark Councils own website, it is an offence, irrespective of the presence or absence of road markings, to park adjacent to a dropped kerb.

[http://southwark.gov.uk/info/473/guide\\_to\\_parking/3069/dropped\\_kerbs\\_and\\_driveways/4](http://southwark.gov.uk/info/473/guide_to_parking/3069/dropped_kerbs_and_driveways/4)

>  
> The Council already has the power to fine drivers for parking adjacent to drop kerbs and hence it is completely unnecessary to introduce double yellow lines.

>  
> In addition the current proposal is to continue the double yellow lines from Brunel Road to the joint boundary of 216-218 Rotherhithe Street. If the purpose of the proposed introduction is the safety of pedestrians crossing the roads, why it necessary to continue to the joint boundary of 226-218 rather than either stopping at the start of 218 or continuing the until the corner of Isambard Place.

>  
> Personally I do not understand what this is adding to the proposed introduction. Drivers that do not live in the area, yet park in Rotherhithe to use the overground, will continue to park outside the joint boundary of 214-216 making it difficult for cars to pass. This proposal isn't addressing this issue.

>  
> Being a resident of 218, I do not understand why the Council has decided to introduce double yellow lines outside one homeowner's driveway. Looking at the double yellow lines on the corner of Swan Road and Rotherhithe Street no other dropped kerbs for a driveway has double yellow lines so why has 218 been selected. This is completely arbitrary. Either it is introduced along all dropped kerbs or for none.

>  
> I wish you reconsider the proposal and stop the lines at the end of 218 Rotherhithe Street.

>  
> Kind regards

>  
>   
>



**Objection 3****From:****Sent:** Friday, May 06, 2016 9:32 AM**To:** traffic orders**Subject:** Parking in Rotherhithe

Dear Mr Herd

**Further to your Public Notice, Local Parking Issues dated 14<sup>th</sup> April 2016 reference H/NK/TMO 1516 – 042**

First, we did not see the Public Notice on a lamp post on Brunel Road until 24<sup>th</sup> April. There was only this one on this section of the road.

We object to any restriction which will reduce the amount of free parking space in this area.

The length of road which you propose to place parking restrictions, *South East side of Rotherhithe Street from the junction of Brunel Road to the entrance of Clarence Mews*, can accommodate at least ten cars. If you do impose this restriction, then these 10 or more cars will only park elsewhere, which may be outside our house or in Isambard Place.

This area has been like for over 20 years, with the dust cart every week able to get past cars parked there, so we see no need for any restriction to be imposed now or in the future.

Regards

**Objection 4**

From:  
Sent: Monday, May 09, 2016 12:27 PM  
To: traffic orders  
Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone\_number]

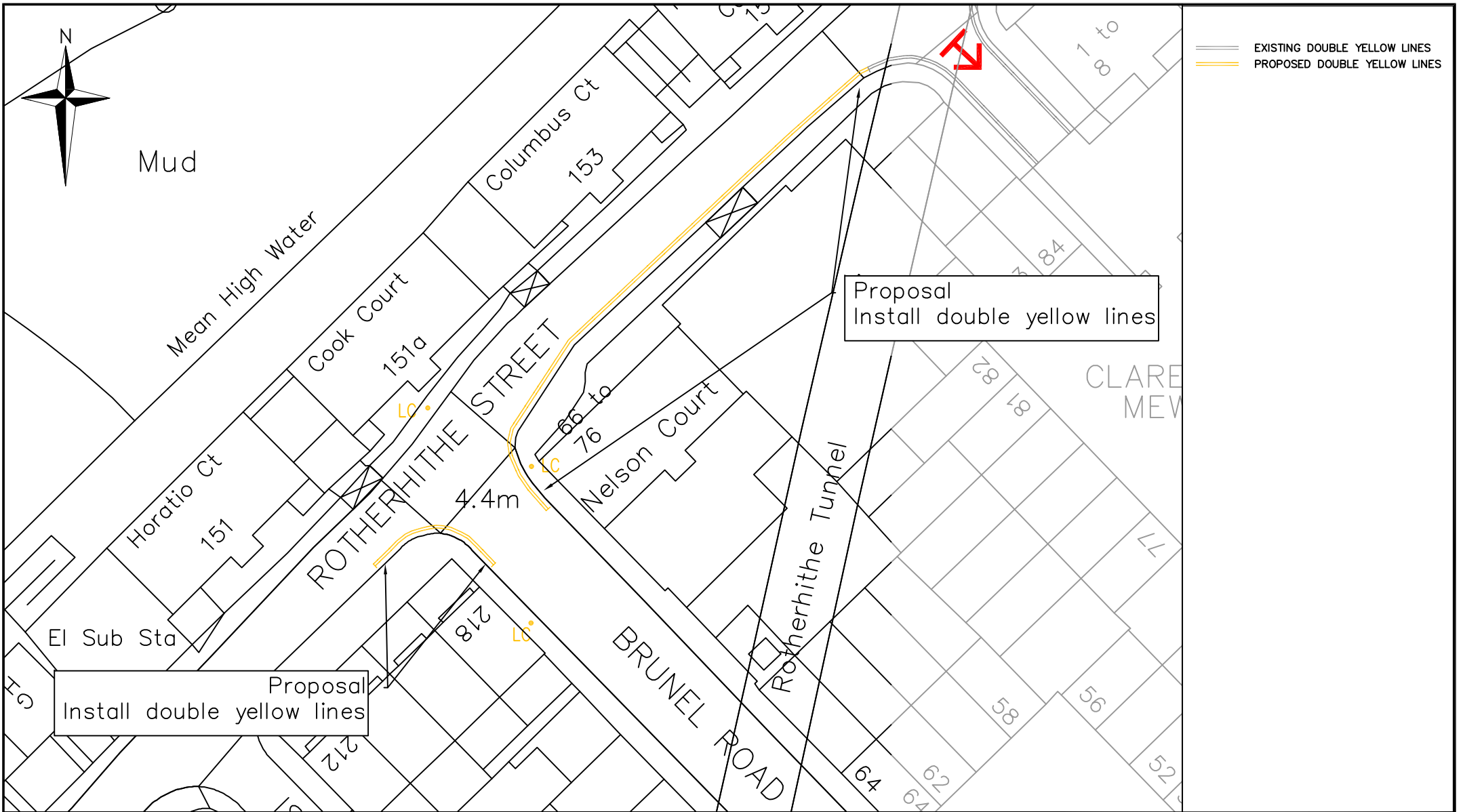
[Email\_address]

[Areyou]  
A resident

[Whichconsultation]  
Local Parking Issues - Traffic Management Order 2016 - Rotherhithe Street - To install double yellow lines opposite the car park of Columbus Court and along Rotherhithe Street.

[overallresponse]  
5. I wholly object to

[response]  
I believe the installation of double yellow lines to be unnecessary. I have live in Columbus Court for over 2 years now and when cars do park there it is not long-term. More importantly, when cars are parked on both sides of the road there is always plenty of space for vehicles to get through. Introducing parking restrictions could cause problems for those residents that don't have an allocated space in the block car parks and this may lead to less practical/more dangerous parking.


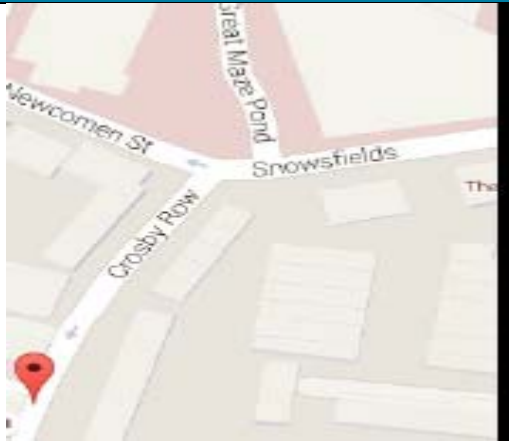


Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

53

Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX  <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a>		Project	Community Council																
		1516Q3 LOCAL PARKING AMENDMENTS	BERMONDSEY AND ROTHERHITHE																
			Ward(s)																
			ROTHERHITHE																
		Drawing Title	Date	Scale	Drn	Chk	App												
		ROTHERHITHE STREET PROPOSED DOUBLE YELLOW LINES	17/11/15	NTS	MH	PG	PG												
			Dwg No.				Rev												
			1516Q3_021																
			Status				A	Rev	Date	Description	Drn	Chk	App						
			DETAILED DESIGN																
													© Crown copyright and database rights 2014 Ordnance Survey (0100019252)						

 <b>Local parking amendment</b> <b>Determination of statutory objection(s)</b>		
<b>Reference</b>	H/ND/TMO 1617-008	<b>Location overview</b>
<b>Location</b>	Snowsfields – between Crosby Row and Kipling Street	
<b>Proposal</b>	Introduction of one-way system with contraflow cycle lane between Great Maze Pond and Kipling Street. Installation of a new zebra crossing on Snowsfields, east of its junction with Great Maze Pond. Permanent retention of the temporary zebra crossing at the northern end of Crosby Row.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
	22 June 2016	
<b>Ward(s) affected</b>	Grange	

### Background

The council are proposing to make a one-way system on Snowsfields with vehicle flow eastbound between Great Maze Pond and Kipling Street. This section of Snowsfields is currently operating one-way westbound and the one-way system has been in place since 4 February 2013 (for the duration of Guys Hospital Cancer Centre construction work on the site). The proposal to make this section of highway one-way has been part of the Councils strategy for this area for a long period of time and formed part of the transport recommendations on the Cancer Centre planning application (12-AP-2062). Snowsfields is currently operating a rat run for vehicles wanting to avoid congestion on Long Lane and making it eastbound for vehicular traffic only will eliminate this.

The developer was granted planning permission (12 AP 2062) on 31 January 2013 which allows a redevelopment of premises that include the erection of a 14 storey building for Cancer Treatment Centre (with additional 2 storeys of roof plant) 71 metres in height and 29000 sqm floor area with preservation insitu of a Scheduled Ancient Monument (Roman Boat), public realm works, disabled parking, cycle parking facilities and basement link to hospital campus.

A report was presented at the Community Council meeting on 17 September 2014 seeking approval to make the permanent changes associated with the Guys Hospital site (Crosby Row reverting to two-way/ Snowsfields one-way eastbound with cycle contraflow). This is as per the highway layout agreed in principle as part of the planning application.

The recommendations in the report were approved in order for the statutory consultations to commence as part of the making of the traffic management order.

At the time of the September Community Council report, the highways DC team expected the s278 works to be completed during summer 2015. However, there have been a number of delays in agreeing the detailed design for the highway works, partly due to the location of trees and underground services.

Officers are also proposing to retain the existing 'temporary' zebra crossing on Crosby Row as a permanent feature. Both of these elements form part of the highway works that Guys Hospital are undertaking as part of their planning obligations.

Outside of Bermondsey and Rotherhithe, but forming part of the Guys Hospital highways agreement works, is also the retention of the 'temporary' zebra crossing on Newcomen Street as a permanent facility. This section of highway is located within Chaucer Ward and a report was presented to Borough Bankside and Walworth Community Council for consideration of this element (29 September 2014).

There are also a number of related highways changes in this area resulting from the conclusion of the temporary traffic arrangements to accommodate the Guys Cancer Centre works, and from the proposed cycling Quietway running east-west along Snowfields.

With the end of the construction work on the Cancer Centre, Crosby Row will return to its two-way operation. Since February 2013 Crosby Row has operating as one-way southbound under a temporary traffic order. Crosby Row was changed to operate one-way southbound to match the one-way westbound operation of Snowfields as part of the construction management plan for the hospital. This also allowed vehicles to use Crosby Row to exit the network otherwise they would all have to travel via Newcomen Street.

The Quietway scheme (running between Nicholson Street and Tanner Street) includes the closure of Newcomen Street to through traffic as part of its proposals.

Following recommendations made by Bermondsey and Rotherhithe Community Council on 17 September 2014 officers proceeded to statutory advertising of the traffic orders for:

- **Snowfields - between Great Maze Pond and Kipling Street**
  - Introduce a one-way system with vehicle flow to be eastbound with contraflow cycle lane on the southern side.
  - Reinstatement of zebra crossing on Snowfields east of its junction with Great Maze Pond. This zebra crossing was temporarily moved to facilitate the Guys Hospital Cancer Centre development work.
- **Crosby Row**
  - Formalise the temporary zebra crossing facility by making this permanent.
  - With the expiration of the temporary traffic order on Crosby Row, this will return to two-way working with no further statutory process.

#### Statutory consultation and summary of objection(s)

Statutory consultation was carried out between 12 May 2016 and 02 June 2016. The traffic order was advertised in the London Gazette and Southwark News and notices were erected on lamp columns on Snowfields.

During this period, officers received 15 objections.

Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:

- determination of objections to traffic management orders that do not relate to strategic or borough-wide issues

Details of the objections received are attached to this report and can be summarised as:

- Making Crosby Row the only access into the Hospital and reverting it to two-way working will lead to an increase in traffic, lead to congestion & gridlock and would be unsafe.
- Crosby Row is too narrow to allow two-way working and will not cope with an increase in traffic. It will cause air pollution, noise pollution and delays to patients.
- Weight of traffic on Crosby Row will affect the Victorian water main and listed buildings in the area.

The full objections are provided in pages 4-21.

None of the objections received relate to the traffic order advertised which covered making the two zebra crossings permanent and Snowfields one-way.

No traffic order is required to return Crosby Row to two-way traffic as this has only been operating one-way, under a temporary order, relating to the construction of the Guys Hospital Cancer Centre.

Only one of the comments received expressed the opinion that making Snowsfields one way eastbound means Crosby Row could become a 'rat running' for traffic coming onto Long Lane from Borough end wanting to get north towards London Bridge and Bermondsey Street.

On 9 June 2016 officers wrote to the 15 objectors acknowledging receipt of their representation. They were also advised that their objection would be sent to the Bermondsey and Rotherhithe community council for determination.

#### Officers response to objection(s)

The Transport Statement that accompanied the planning application (12-AP-2062) identified making Snowsfields one-way eastbound between Great Maze Pond and Kipling Street. This was considered acceptable to the highway authority as it would deter east-west 'rat running' in the local road network.

Crosby Row is two-way working but currently temporarily operating as one-way. Snowsfields is also temporarily working one-way westbound. Both of these temporary changes have been implemented by a temporary traffic order made to facilitate the development of the hospital under section 14(1) of the Road Traffic Regulation Act 1984. Such temporary orders have a maximum lifespan of 18 months. Once the temporary order has elapsed, the highway automatically reverts to its former state. No public consultation on this change is required.

Crosby Row is the only vehicle access to the new Cancer Centre for patients and visitors. Vehicles accessing the unit may include private cars, hospital taxis, ambulances, patient transport services and oxygen delivery services. All other servicing and delivery will take place at the existing servicing yard (FM yard) off Weston Street at the junction with St Thomas Street which has no public access.

Southbound vehicles in Great Maze Pond having a maximum length in excess of 7.5m will be prohibited from turning left into Snowsfields, providing a compulsory ahead only via Crosby Row. This is to ensure that the large vehicles wishing to proceed to Long Lane/Borough High Street do not get stuck negotiating the bends at Kipling Street and Weston Street.

According to the Transport Assessment submitted for the Guys Hospital Cancer Centre planning application, traffic that would be generated by the new Cancer Centre are low and would not have an adverse impact on the existing transport infrastructure. The site is well served by both bus and rail means of travel resulting a Public Transport Accessibility Level (PTAL) value of 6b (highest rating possible). The Transport Assessment further concluded that making Snowsfields one-way would result in a reduction in traffic flows in the east-west direction which has been used as 'rat running' to access Borough High Street.

#### Recommendation and next steps

In view of the objections received, it is recommended that:

1. The 15 objections made against the proposal are recognised by the community council as not relating to the traffic order which was advertised (Making of Snowsfields one-way), considered and rejected
2. The proposals contained in the advertised order were agreed by the planning committee as part of the Guys Hospital Cancer Centre
3. Officers are instructed to proceed with the implementation of the highway works contained within the traffic order.
4. Officers are instructed to write to the 15 objectors to explain the decision.
5. Officers are instructed to monitor the traffic flows along Crosby Row following the implementation of the one-way working on Snowsfields.

**Objection 1****From:****Sent:** Thursday, May 19, 2016 9:14 AM**To:** traffic orders**Cc:****Subject:** Crosby Row

H/ND/TMO/1617-008

I am alarmed to read that there are plans to make Crosby Row the only vehicle access to Guys Hospital and to revert it to a 2 way road.

As a resident of Crosby Row since 1991 i know the traffic flow in this area very well. with other residents we clearly pointed out a number of things when the planning for the Cancer Centre was passed.

1. We pointed out that Crosby Row was the only vehicle access to Guys and the Cancer Centre as a result of the removal of vehicle access from the north or the west. At the planning meeting this statement was refuted.

2. The volume and speed of traffic moving down Crosby Row is a real hazard for the residents (particularly the Ark Nursery) and the high volume of students moving between the halls of residence to the south and the hospital and public transport hub at London Bridge.

3. The resident parking spaces and disabled parking spaces were essential to curb the speed of the traffic.

4 It was essential to have a Zebra crossing.

5 The Victorian water main that passes under the street in front of the two listed houses at [REDACTED] is constantly subsiding under the weight of traffic and is causing major vibration and potential structural damage to the last two significantly intact Georgian houses in the immediate area (See the English Heritage report on these two properties). The introduction of one way traffic and a re-tarmacing of the road in this area helped the situation - it did not resolve it.

All of the comments above were presented at the planning hearing when the permission for the Cancer Centre was passed (not by a unanimous vote). With the new proposals it is clear that there are going to be significant problems and issues unless this receives more consideration.

It seems unwise to have a major hospital and Cancer Centre with only one vehicle access. In any accident or disaster this seems to be a real issue. With the additional weight of traffic a collapse of the watermain or one of the listed houses does not seem impossible and urgently requires monitoring and an engineering survey. If this happened all access to the hospital would be cut.

I suggest that this has not been fully thought through and that there are many reasons to reject this proposal and seek a more sustainable solution. Apart from anything else the traffic on Long lane is often backed up to Borough tube station and this will serve to significantly block vehicle access to the hospital.

I am open to further discussion at any time.

**Objection 2****From:****Sent:** Sunday, May 22, 2016 2:54 PM**To:** traffic orders**Subject:** TMO1314-040 local parking issues 1314Q3 reference H/ND/TMO1617-008

Dear Madam/Sir,

Reference H/ND/TMO1617-008

██████████ would like to object in the strongest possible terms to the proposal to make Crosby Row both the only vehicular access to such a busy hospital as Guy's (especially now it has a new cancer centre) and to make it two-way and the only exit for large vehicles (over 24ft 6 ins long). This will lead to gridlock. Even a brief inspection of Crosby Row should make it obvious that it is simply not wide enough to support so much two-way traffic without the removal of all parking spaces down one side or the other. The gridlock will lead to significant disturbance in the street and potentially much increased levels of air pollution.

We would therefore like to formally request that you either (a) reconsider your decision or (b) remove all parking down one side of the street.

Alternatively we would like to formally request that you set up a camera to monitor traffic flow and carry out tests to determine air quality before the scheme comes into effect and 6 months after it has started and to reconsider the scheme if air quality, and in particular the presence of particulate matter, has significantly worsened.



**Objection 3****From:****Sent:** Monday, May 23, 2016 6:46 PM**To:** traffic orders;**Subject:** reference H/ND/TMO/1617-008

I would like to raise an objection against proposed changes to be made to traffic flow on Crosby Row SE1, reference H/ND/TMO/1617-008

I am resident at [REDACTED] and strongly believe that that by making Crosby Row two way flow of traffic will cause serious problems for congestion and residents health in the area. I believe that the increased pollution, due to extra vehicle movements, will be detrimental to the health of both me and my partner. We are disabled, as are some of our neighbours , and all were awarded housing here due to our health issues. One of the reasons we were drawn to accept the council offer of housing in this area was due to the minimal traffic flow around the building and the reduced emissions; plus the peace and quiet afforded as a result of one way traffic flow.

I also need to draw to your attention the risk posed as a direct result of your plans to the school children attending Beomund School situated and accessed on Crosby Row and the SILS inclusive learning centre adjacent on Porlock Street. Both schools cater for challenged children with exceptional care needs and behavioural problems. Increasing traffic in the area will only add to the risk posed to these young people with a higher risk of accident and damage to health by diminished air quality. The new Church , St Luke's housed in the building I live in, has play group for toddlers and their main entry access is via a door on Crosby Row, again has anyone in the planning department given thought to the risk posed to these children. They also host meetings for pensioners and obviously services held in this building mean an increased volume of pedestrians that will be subject to issues caused by your plans.

I would like to ask that you send me full risk assessment relevant to this planned change as soon as possible so I can review the details therein. I would also like to question why Crosby Row is subject to this change when the next road along, Kipling Street, is much wider and far more suited to two way flow. Could you also send me details of the any planned consultation that I could attend. I will also be raising this issue with my local MP [REDACTED] and our new Mayor [REDACTED], given that one of the main manifesto pledges of our new mayor was to reduce overall pollution in the London area I am sure that this matter will be of interest. One key statement from his Manifesto is that he intends to "introduce cleaner walking routes to school, working with local councils to reduce congestion around schools as a means of protection our children from filthy air". Your plans are in direct contravention of this pledge.

I look forward to your response.

**Objection 4****From:****Sent:** Wednesday, May 25, 2016 11:03 AM**To:** traffic orders**Subject:** H/ND/TMO/1617-008**Importance:** High

Hello,

I wish to make it known that [REDACTED] opposes the potential re-introduction of two-way traffic for snowfields and Crosby row.

Due to the congestion, which creates irate drivers whom become loud and verbally abusive to one and other which is not conclusive to best practice at the arc.

Coupled with this, there is also an increased danger to crossing the road, with only one crossing point on the whole of Crosby Row and two-way traffic, when parents are dropping and collecting their children at the nursery.

**Objection 5****From:****Sent:** Wednesday, May 25, 2016 6:20 PM**To:** traffic orders**Cc:****Subject:** - OBJECTION - Snowfields and Crosby Row - H/ND/TMO/1617-008

I am angered by this proposal as it will have a highly detrimental impact on the quality of life on Crosby Row.

Crosby Row contains homes, businesses, a school, a church and community centre, and a toddlers' nursery. This street is our community. This proposal will blight our lives and destroy our community by stifling it with traffic gridlock and stress. Due to the increase in traffic, it will also greatly increase the chances of an accident in the street's high-risk areas (outside church, nursery, school, etc).

Background:

Crosby Row has been my home since 2006.

It was five years ago that Maze Pond Road (with St Thomas St) was closed for Guy's hospital traffic and pedestrianised. This was a big mistake as it removed North / South bound access to the Hospital, and saw Crosby Row further struggle with the traffic, especially when the Guy's to St Thomas' shuttle bus started running up and down the street all day long. Quite simply the street is too narrow.

At the Guy's Cancer Centre (12/AP/2062) Planning Committee it was recognised that Crosby Row had serious traffic congestion problems, and so we successfully argued our case such that Crosby Row has been one-way ever since and we no-longer have any congestion issues.

Therefore, this proposal is a huge backward step AND it will make the situation significantly worse than we experienced in the past (when Newcomen St was open and the new Cancer Centre did not exist).

Reasons for Objecting:

There are three key reasons why this is a terrible proposal:

1. Above all else and quite simply, Crosby Row will be unable to cope with the increased level of traffic associated with it being the primary vehicle access route for a major London Hospital.

Obvious to all, Crosby Row is physically too narrow to operate as a two-way street. Due to parking and single yellow parking, the street is only one vehicle wide. Crosby Row will be unable to cope with all the traffic associated with it being the only access route to Guy's hospital.

The extra traffic on Crosby Row will undoubtedly increase the chances of the accident outside the toddler's nursery, church and community centre, or school. This proposal ignores these high-risk areas and is fundamentally unsafe. We are also the pedestrian route of choice for the local halls of residence and London Bridge station.

This proposal will close Newcomen Street to vehicle traffic. The change will remove vehicle access exiting the hospital to the west, and will return the Guy's to St Thomas' shuttle bus to running up and down our street all day. This is a nightmare scenario for us as it currently uses Newcomen Street.

I am also greatly concerned about our air quality. We currently have private ambulances sat 12hrs a day on our street with their engines running. The increase in traffic due to this scheme, most of which will be stalled, will of course further reduce air quality. Air quality tests need to be made before and after this change if implemented. I know it is currently at seriously dangerous levels – this will make it materially worse.

2. [REDACTED] I strongly object with Crosby Row being the main traffic thoroughfare for Guy's Hospital.

Crosby Row contains two of a very small number of Grade II Listed houses in Southwark. The two listed houses ([REDACTED]) were built in 1770 and are very fragile. This proposal is utterly incongruent and incompatible with the long-term welfare of the buildings.

In addition, please see planning application 12/AP/2062 for the Guy's Cancer Centre. The Planning Committee Meeting on 6th Nov 2012 approved the scheme with one amended Condition (8) to include specific reference to [REDACTED] Crosby Row as sensitive buildings needing careful consideration. At the time this was recorded as Condition 8, item iv. – As per Addendum Report. This has been completely ignored and [REDACTED] will of course be pursuing a breach of condition if this change goes ahead, as absolutely no consideration has been given for the long-term survival and welfare of these buildings.

As undertaken ahead of the construction phase of the Cancer Centre, if this proposal goes ahead a Schedule of Condition will need to be undertaken as these houses will literally be shaken apart.

3. The poor condition of the street itself being unable to support its use as the main access for Guy's Hospital.

The Victorian sewage system below the street is in such a poor condition that most of the properties shake when anything bigger than a van drives down it. Using the street as the main access for Guy's shows no respect or consideration for the street and its two listed building. The Building Surveyor that undertook a Schedule of Condition ahead of the Cancer Centre construction highlighted this as a serious and genuine problem (please see the report he produced). I don't think the seriousness of this is currently acknowledged by the traffic planners, but during the recent water-mains replacement the risk assessment that was

undertaken ensured that the road was hand dug over large stretches of the street (rather than vibrating machinery).

#### Alternative Options:

The general opinion on the street is that there are two alternative options:

1. Reinstate Maze Pond and therefore St Thomas to traffic North / South bound (could be just for Hospital access).
2. Keep Newcomen Street open to traffic.

Alternatively, share the impact with surrounding streets by keeping Crosby Row one-way. It's that simple; it currently copes very well that way. I am flabbergasted at the incompetence of the traffic planners to be able to produce a scheme that can achieve this aim. It must be possible, because that's how it works right now.

To Conclude:

This is an atrocious, low-grade and disrespectful proposal that will have a highly detrimental impact on all those that live on and use Crosby Row. To say nothing of the fact that it's fundamentally unsafe.

I would be happy to work on an alternative to ensure that our community is not destroyed.

.

**Objection 6**

From:

Sent: Thursday, May 26, 2016 10:43 AM

To: traffic orders

Subject: Crosby Row

Reference H/ND//TMO/1617-008

I note from the traffic notice posted that you intend to make Crosby Row two way traffic and the main route in and out of Guys Hospital, I regularly use this road along with many others to walk to London Bridge Station and feel by dramatically increasing traffic flow it will create considerable danger to pedestrians.

Surely spreading traffic with other roads by creating a practical one way system would be a sensible option.

Please consider my suggestion

**Objection 7****From:****Sent:** Friday, May 27, 2016 8:37 AM**To:** traffic orders**Subject:** Crosby Row proposals ( H/ND/TMO/1617-008 )

Dear Sir/Madam,

I was shocked to see the Proposal to return Crosby Row to 2-way traffic again. **(H/ND/TMO/1617-008)**

Despite being a new resident on the road I have known the road for years and clearly remember the log-jams and horns beeping as cars and lorries got stuck whilst negotiating what is a narrow road with limited parking.

Even now, as a one-way road, we see congestion as large trucks struggle to make it through the gaps.

Even worse, Crosby Row would, it appears, become the only route into Guy's hospital which would mean a huge increase in incremental traffic coming North towards the Hospital. Shuttle buses, taxis, cars and vans every minute of every day.

I don't see how this small road can deal with this type of traffic.

Reversing the Snowfields access also means Crosby Row will become a rat-run for any truck or traffic coming onto Long Lane from the Borough end and wanting to get north towards London Bridge or Bermondsey Street.

All I can foresee is total grid-lock for much of the day?

I also see we are to lose a Resident Parking spot as well? Having lived at number 37 since early March I have managed to park in a Resident's bay just a handful of times near my house so it seems crazy to remove one at a time when we sorely need more?

Please please consider these points as I have no doubt this will cause chaos on our road and I urge you to find an alternative solution.

**Objection 8****From:****Sent:** Tuesday, May 31, 2016 12:39 PM**To:** traffic orders**Subject:** H/ND/TMO/1617-008 Traffic Plans for Crosby Row

Dear Sirs

I am writing on behalf of [REDACTED], Crosby Row, Bermondsey, many of whom are regular [REDACTED] and also residents of Crosby Row and the surrounding streets.

We are particularly concerned about the plans for Crosby Row to take two-way traffic and to be the only access to Guy's Hospital and the new Cancer Care Unit. Crosby Row is home to the ARC Nursery which holds sessions in St Hugh's church three days per week, together with Beormund School and Southwark Inclusive Learning Service. All have vulnerable young people for whom a much busier road would pose serious health and safety issues. In addition to this, St Hugh's is starting a new toddler group this month and there are two afternoon sessions held at the church for vulnerable older people. Greatly increased traffic to the hospital, including the regular shuttle buses, will have an adverse effect on those accessing services and sessions at the church. Crosby Row is not a wide road and was not built to cope with the high volume of traffic envisaged by the planned changes.

In addition, the proposed removal of part of an existing short stay disabled parking place on Crosby Row will have a detrimental effect on those with limited mobility who come to the church.

Crosby Row is currently a quiet residential street which is greatly valued by those living in the area. This will be greatly devalued by the planned changes to traffic using the street.

I very much hope that you will take into account these concerns I have raised and to keep Crosby Row with one way traffic only.

Please do contact me directly if you would like to discuss anything further.

With best wishes and thanks



**Objection 9****From:****Sent:** Tuesday, May 31, 2016 2:14 PM**To:** traffic orders;**Subject:** H/ND/TMO1617-008

Dear Sirs,

I would like to raise my concerns about the proposed changes to Crosby Row as both a homeowner and cyclist. As a homeowner, I am concerned about the effects that the increased traffic will have on my property [REDACTED] given that as the other historic properties our houses it does not have foundations and therefore is vulnerable to increased traffic. I am also concerned about the increased noise and pollution in what has become a residential street. As a cyclist, I am concerned about the dangerous situation created by having cyclists to contend with two-way traffic and parked cars in what is essentially a narrow street, particularly as this is the obvious connection between Newcomen Street and quietway 1 that starts in Pilgrimage Street. I understand that this is balancing act, but I think the plans should be revisited with a longer-term strategy in mind namely the reorientation of Guy's towards St Thomas Street, which I understand where eventually the visitor entrance will be, with some of the traffic going up Snowfield into Weston and then St Thomas Street. So therefore I suggest you look into a way of keeping Crosby Row one way with two way traffic for cyclists, with the other direction of travel going via Snowfield, with 10m speed and weight restrictions on both access roads to dissuade traffic.

I look forward to hearing from you

**Objection 10**

From:

Sent: Tuesday, May 31, 2016 8:34 PM

To: traffic orders

Subject: H/ND/TMO/1617-008

Dear Sir/Madam,

As a house owner in Crosby Row I am writing to comment on the traffic plans for Snowfield and Crosby Row SE1. We are extremely concerned about the current plans to make Crosby Row open to two way traffic and to be the only access to Guy's hospital, the new cancer centre and NCP. We want to express our opposition to this plan and recommend, to help traffic flow and share the load with other streets, that Cosby Row is kept one way . This is because Crosby Row is too narrow and will not physically cope with two way traffic. This is especially relevant due to Guys Hospital being a major destination, which will be increased when the cancer centre is opened attracting a significant increase in traffic flow. We believe this will cause increased pollution, grid lock (with associated driver frustration), noise, all of which will be at the detriment of all those who live on Crosby Row.

Yours faithfully,

**Objection 11**

From:

Sent: Wednesday, June 01, 2016 2:33 PM

To: traffic orders

Subject: Crosby Row Traffic Plan H/ND/TMO/1617-008

Dear Traffic Planners

With reference to the traffic proposals H/ND/TMO/1617-008 I object to the proposal for Crosby Row to become a two-way street.

This street is not very wide and previously when it was two-way there were numerous traffic jams which brought the area to a virtual standstill. It appears that this is now the only entry to Guys Hospital and emergency vehicles could get blocked for quick access which in turn could put lives at risk. With the closure of Newcomen Street and Snowsfields becoming one way the traffic will be even more congested as there will be less "escape" routes.

I therefore hope that you will reconsider your proposals and find a solution for Crosby Row remaining one-way in order to ensure a smooth flow of traffic in the area.

**Objection 12**

Dear Sirs

**Objection – Traffic Order, reference H/ND/TMO1617-008**

I refer to the above proposed order and the letter of objection (copy attached) from [REDACTED]  
[REDACTED]

[REDACTED] entirely agrees with the comments made in the letter of objection and would ask that you do not make the order as proposed, but instead adopt the suggestions contained therein.

**Objection 13****DELIVERED BY HAND AND EMAIL**

31 May 2016

Dear Sirs

**Objection – Traffic Order, reference H/ND/TMO1617-008**

This objection is submitted on behalf of [REDACTED] and should be read in conjunction with previous correspondence sent by [REDACTED] as follows (copies attached):

1. [REDACTED]

We have not received substantive replies from either the Council or TfL to our correspondence and we do not believe our concerns have been taken seriously. To date we have still not received a final report following the public consultation relating to Southwark Council's Cycling Strategy and despite meetings held with officers, we have not been assured that your proposed traffic order will provide adequate safe access and egress to one of London's largest and most historic hospitals. Guy's Hospital has 12,000 visitors and approximately 423 patient transport journeys in and out of the Hospital daily. In addition, 7,000 staff are based on the site. Safe access for patients, visitors and deliveries of goods is critical to the efficient operation of the Hospital.

The Trust is completing the construction of our new Cancer Centre at Guy's Hospital which opens in September 2016. The planning approval included highways works and traffic plans that would retain one way streets around the hospital including Newcomen Street, Crosby Row and Snowfields. The Council has since forced the Trust to change the previously agreed scheme for Snowfields which has incurred significant additional development costs for the NHS as a result but we believe it will restrict access to and from the hospital.

Parking on the Guy's Hospital campus and its close proximity is important and the Trust needs to ensure there is adequate parking provision locally to serve the needs of our patient population. Whilst the majority of people travel to Guy's Hospital using public transport, there is still an important parking need, particularly for our disabled patients or patients with longer term chronic conditions. In our response to the New Southwark Plan, we expressed direct involvement in any consultation about the potential loss of public car parks or on-street parking spaces within the surrounding area.

The Traffic Order, reference H/ND/TMO/1617-008, sets out that:

- Crosby Row will become two-way and the only access to Guy's Hospital and the new Cancer Centre. Given the volume of traffic coming to the hospital we consider it to be too narrow for two-way traffic to operate safely.

- Newcomen Street will be closed to traffic for the cycleway only and will no longer be available as a vehicle exit from the hospital.
- Snowsfields is to stay one-way, but reversed to run eastbound.

From past experience, before Crosby Row became one-way, there was evidence that the street could not cope with the volume of traffic using it as there was regular traffic gridlock which led to delays for patients and impacted on their wellbeing.

We now believe that this traffic order, reference H/ND/TMO/1617-008, if implemented, will not provide adequate nor safe access into and out of Guy's Hospital or Guy's Cancer Centre. Our request is that the Council reconsiders the plans. We suggest it would be appropriate to retain Crosby Row as a one-way street and to reconsider traffic flow to adjoining streets with the objective of providing suitable and safe access and egress to the hospital.

**Objection 14**

Dear Sirs

**Objection - Traffic Order reference H/ND/TMO1617-008**

I write on behalf of [REDACTED]

The [REDACTED] own a number of properties which will be affected by these proposals namely at [REDACTED]

I would like to express our concern at these proposals and in particular the effects that they will have on the operation of the hospital, as set out in [REDACTED] letter to you (attached) of 31 May 2016, which we support.

I call upon the Council to meet with us to discuss these proposals and to take into account our concerns.

**Objection 15**

**From:** Stefan Kaday [REDACTED]

**Sent:** Thursday, June 02, 2016 2:38 PM

**To:** traffic orders

**Subject:** Crosby row two way traffic proposal

There is enough of a traffic snag at the top of Crosby Row and the one way leading to Brough High Street, more traffic is not needed. The area around the nursery and hospital does not need to become any busier, and I don't see how this would alleviate any traffic anywhere else or serve to do anything other than make the situation worse. Yes there is a reasonably long route to access Crosby Row via Snowfields but this doesn't take that long or affect that many people



<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 22 June 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Rotherhithe Controlled Parking Zone (CPZ) Study	
<b>Ward(s) or groups affected:</b>		Rotherhithe, Surrey Docks	
<b>From:</b>		Head of Highways	

### RECOMMENDATION

1. That the community council comment upon the proposed consultation boundary and methods to review parking arrangements within a network of streets bounded by Elephant Lane, the B205 Brunel Road, Surrey Water and the River Thames adjacent to the existing CPZs 'H' and 'G'.

### BACKGROUND INFORMATION

2. Part 3H of the council's constitution provides that community councils should be consulted on strategic traffic management matters such as whether to change the times of operation of a parking zone and the related method of consultation.
3. This consultation has been proposed following comments received during the 2015-16 consultation in the Canada Water area which resulted in the existing Zone 'H' being extended to several adjacent roads.
4. Parking stress data from the 2015-16 review also shows high levels of parking stress within the study area.

### KEY ISSUES FOR CONSIDERATION

5. The consultation method for the parking zone review is detailed in Appendix 1 which includes a plan showing the proposed study boundary.
6. Before a final decision is taken, the community council will again be consulted. The procedure is summarised in the table below and full details on the process are contained within Appendix 1.

Phase		Expected dates
Survey & consultation	Consultation pack and questionnaire to all residents, businesses and stakeholders	September 2016
Decision making	Draft report to community council Final report to Cabinet Member for Environment and the Public Realm	Early 2017
Delivery	Statutory consultation and Implementation	Spring 2017

### **Policy implications**

7. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction;

Policy 4.2 – create places that people can enjoy; and

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

8. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
9. 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.
10. The introduction or amendment of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
11. 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.
12. 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.
13. The recommendations do not conflict with the council's commitment to equalities or to the protection of human rights. In addition, part of the aim of the consultation is to promote social inclusion by:
- providing improved access for key services such as emergency and refuse vehicles; and
  - improving road safety, in particular for vulnerable road users on the public highway.
14. The consultation leaflets will meet communication guidance with a languages page providing advice as to how to access the council's translation service. Furthermore, large format leaflets will be available for those with visual impairment.

### **Resource implications**

15. The costs of the parking zone project, including staff fees, consultation and implementation (if supported) will cost approximately £50,000 which will be funded through capital provisions already established for this purpose.
16. A more accurate estimate of the costs from this scheme will be reported at the end of the consultation.

## Legal implications

17. The community councils are being asked to comment upon the proposed consultation boundary and methods for the Rotherhithe parking study. Community councils are entitled to consider these issues pursuant to paragraph 3H of the council's constitution.
18. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. It is not envisaged that the consultation referred to in this report will conflict with the requirements of the Act.
19. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. It is not envisaged that the consultation referred to in this report will conflict with any of the protected rights.

## Consultation

20. Consultation on the outline of the project has been carried out with the cabinet member for environment and the public realm.
21. All aspects of future consultation are detailed in Appendix 1.

## APPENDICES

No.	Title
Appendix 1	Inception report

## BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011	online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Paul Gellard 020 7525 7764

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Jonathan Fish, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	7 June 2016	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	7 June 2016	

## Appendix 1

## Rotherhithe CPZ study



<b>Community council meeting</b>	Bermondsey and Rotherhithe
<b>Community council date</b>	22 June 2016
<b>Ward(s) affected</b>	Rotherhithe, Surrey Docks

<b>Location</b>	In a network of streets in the Rotherhithe area, including all streets bounded by Elephant Lane, the B205 Brunel Road, Surrey Water and the River Thames (see <b>Figure 2</b> for a map of the proposed study area).
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### Background

It is proposed to consult properties in the study area to determine if there is a need or demand for a new parking zone in the Rotherhithe area. The last parking zone consultation that included streets in this area was undertaken in 2003. No CPZ was introduced as a result.

This project has been triggered by comments raised by residents during consultation in the Canada Water area in 2015/16 which resulted in an extension to the existing Zone H. Parking stress surveys undertaken as part of this review indicated high levels of parking stress in the Rotherhithe area. Roads in Zone H extension included the section of Canon Beck Road to the south of Brunel Road, which is likely to cause displacement of parking into the proposed study area resulting in even higher levels of parking stress.

Waiting restrictions have previously been implemented in the proposed consultation area for safety reasons which indicates that there is a high demand for parking. Streets in the proposed consultation area are within close walking distance to Rotherhithe and Canada Water stations, which is likely to create additional parking pressures from commuters.

### Consultation area

The area recommended for consultation is shown on the plan contained at **Figure 2** and includes all properties (1198 addresses) within the proposed boundary.

### Consultation methods

The method of consultation and decision making is determined by the [Council's Constitution](#)<sup>1</sup>.

When consulting on the need for a new parking zone (referred to as a 1<sup>st</sup> and 2<sup>nd</sup> stage parking consultation) officers will survey the area and carry out an informal (non-statutory) consultation. The objective of the survey and consultation is to identify parking issues and to put forward possible solutions.

Before a final decision is taken, the community council will again be consulted. The procedure is summarised in **Figure 1** and full details on the process are contained within **Figure 3**.

Phase		Expected dates
Survey & consultation	<ul style="list-style-type: none"> <li>Informal consultation to be carried out with all residents, businesses and stakeholders within the study boundary</li> <li>Public exhibition</li> </ul>	September 2016
Decision making	<ul style="list-style-type: none"> <li>Draft report to community council</li> <li>Final report to Cabinet Member for Environment and the Public Realm</li> </ul>	Early 2017
Delivery	<ul style="list-style-type: none"> <li>Statutory consultation</li> <li>Implementation</li> </ul>	Spring 2017

**Figure 1**

### Scope of consultation

It should be noted that the scope of the review will cover the following key issues:

- determination of support for a new parking zone
- the streets to be included in the new zone,
- the times and days of operation of the zone;
- design considerations (type/position of proposed bays; retention/amendment of existing restrictions).

<sup>1</sup> [www.southwark.gov.uk/info/10058/about\\_southwark\\_council/375/councils\\_constitution](http://www.southwark.gov.uk/info/10058/about_southwark_council/375/councils_constitution)

Figure 2 – Project area

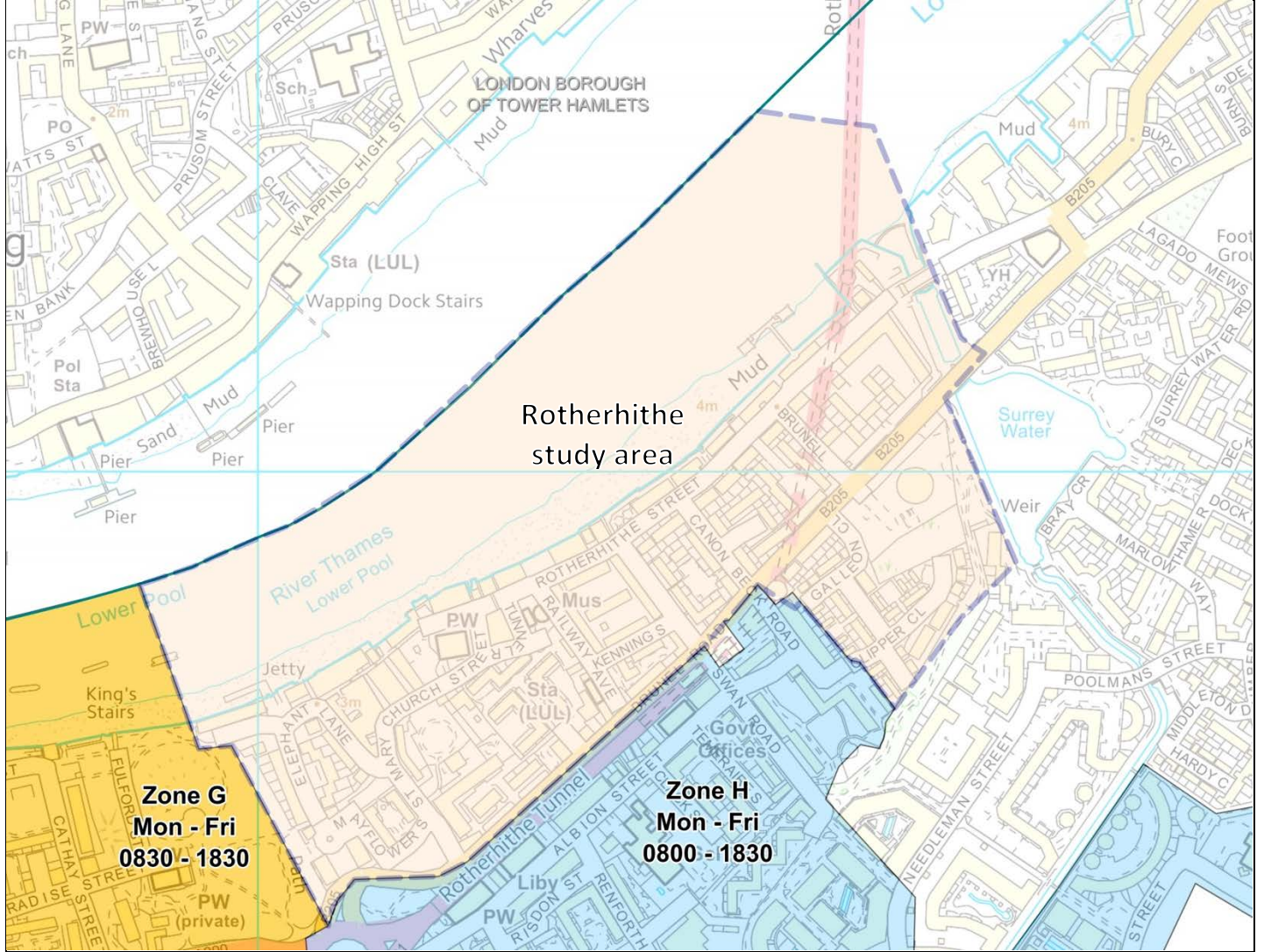
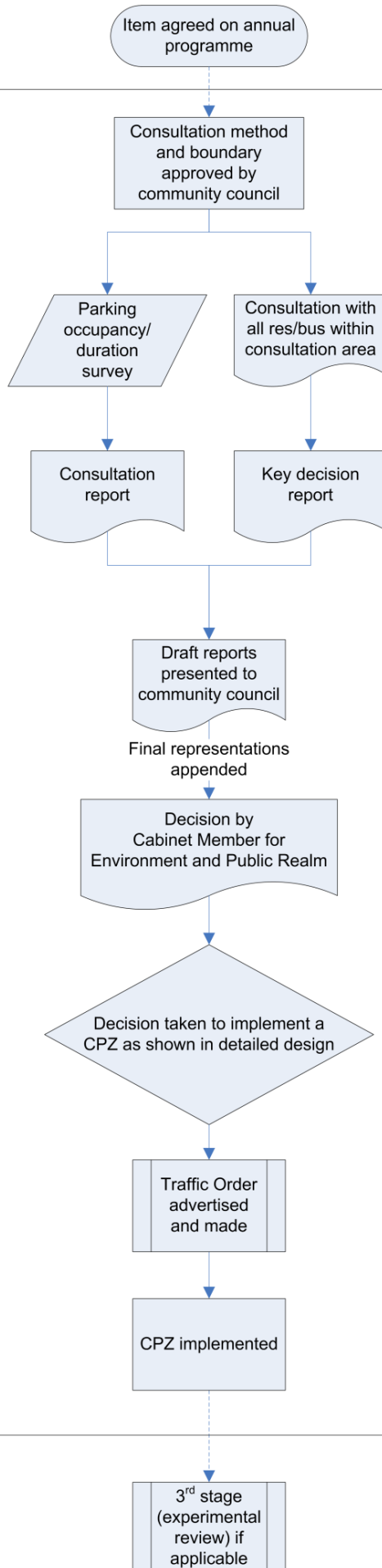


Figure 3 – 1<sup>st</sup> and 2<sup>nd</sup> stage combined (in principle and detailed design) consultation and study process

**BERMONDSEY AND ROTHERHITHE COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST  
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Tel: 020 7525 7187

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Councillor Evelyn Akoto	1		
Councillor Stephanie Cryan	1		
Councillor Catherine Dale	1		
Councillor David Hubber	1	<b>Total:</b>	28
Councillor Ben Johnson	1	<b>Dated:</b> 12 June 2016	
Councillor Sunny Lambe	1		
Councillor Richard Livingstone	1		
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Councillor Eliza Mann	1		
Councillor Damian O'Brien	1		
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Constitutional Officer 2 <sup>nd</sup> Floor Hub 4, 160 Tooley St.	11		