

Bermondsey and Rotherhithe Community Council

Tuesday 13 September 2016

7.00 pm

The Oxford & Bermondsey Club, 3 Webb Street, London SE1 4RP

There will be information stalls 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

INFORMATION FOR MEMBERS OF THE PUBLIC

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Contact: Tim Murtagh on 020 7525 7187 or email: tim.murtagh@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 5 September 2016



Bermondsey and Rotherhithe Community Council

Tuesday 13 September 2016

7.00 pm

The Oxford & Bermondsey Club, 3 Webb Street, London SE1 4RP

Order of Business

Item No.	Title	Page No.
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
4.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	1 - 6
	To confirm as a correct record the minutes of the meeting held on 22 June 2016.	
6.	DEPUTATIONS / PETITIONS (IF ANY)	
	The chair to advise on any deputations or petitions received.	

Item No.	Title	Page No.
7.	COMMUNITY ANNOUNCEMENTS (7.05pm) <ul style="list-style-type: none"> - Cleaner Greener Safer Capital Programme 2017-18 launch - Bermondsey Community Kitchen - Old Kent Road Area Action Plan - Update on Southwark Youth Council 	
8.	YOUTH SERVICES CONSULTATION QUESTIONNAIRE (7.15pm) Overview on the consultation followed by question and answer session.	
9.	FREE SWIM & GYM (7.30pm) Councillor Maisie Anderson, Cabinet Member for Public Health, Parks and Leisure to present.	
10.	YOUNG PEOPLE'S HEALTH (7.40pm) Presentation followed by questions.	
11.	CANADA WATER UPDATE (7.50pm) British Land to present	
12.	TOWER BRIDGE CLOSURE (8.00pm) Lauren Barton, Transport for London Communications Team, to present.	
13.	COMMUNITY SAFETY UPDATE (8.15pm) Local Police Team to present. BREAK - OPPORTUNITY FOR RESIDENTS TO TALK TO COUNCILLORS AND OFFICERS	
14.	HIGHWAYS CAPITAL PROGRAMME 2016-17 (8.40pm)	7 - 12
	Note: This is an executive function for decision by the community council.	
15.	PUBLIC QUESTION TIME (8.45pm) 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.	

Item No.	Title	Page No.
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16.	RENNIE ESTATE PARKING	(8.55pm) 13 - 16
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Note: This is an executive function for decision by the community council.

17.	SOUTH SEA STREET EMERGENCY ACCESS	(9.00pm) 17 - 26
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Note: This is an executive function for decision by the community council.

18.	LOCAL TRAFFIC AND PARKING AMENDMENTS	(9.05pm) 27 - 64
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Note: 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.

19. **COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 30 November 2016.

Date: 5 September 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

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

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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 OPEN section of the Bermondsey and Rotherhithe Community Council held on Wednesday 22 June 2016 at 7.00 pm at Docklands Settlement, 400 Salter Road, Rotherhithe, SE16 5LJ

PRESENT:

- Councillor Bill Williams (Chair)
- Councillor Lucas Green (Vice-Chair)
- Councillor Evelyn Akoto
- Councillor Anood Al-Samerai
- Councillor Stephanie Cryan
- Councillor David Hubber
- Councillor Sunny Lambe
- Councillor Richard Livingstone
- Councillor Hamish McCallum
- Councillor Damian O'Brien
- Councillor Leo Pollak
- Councillor Michael Situ
- Councillor Dan Whitehead
- Councillor Kath Whittam

OTHER MEMBERS

PRESENT: Councillor Mark Williams

OFFICER

SUPPORT: Leah Coburn, Group Manager, Highways
Marian Farrugia, Community Council 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 Catherine Dale, Ben Johnson, Eliza Mann and James Okosun.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillor Stephanie Cryan, declared a non-pecuniary interest in item 12, as she is a resident of Garter Way, which has a parking amendment decision for consideration.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 15 March 2016 be agreed as a correct record of that meeting.

The chair explained that a cleaner, greener, safer project had been agreed twice in error at the meetings on 27 January 2016 and 15 March 2016 meetings. To correct that duplication, an amendment was required to the minutes of 27 January 2016 so that an award of £2,000 to Compass School should be amended to £2,000 to St John's Primary School. The amendment would ensure that both schools receive £2,000 under the cleaner, greener, safer programme as was the intention of councillors at the time.

RESOLVED:

That the minutes of 27 January 2016 be amended so that under item 11, "£2,000 to Compass Secondary school and Bermondsey community kitchen vegetable gardening project" should be amended to "£2,000 to St John's Primary School for its vegetable gardening project."

6. DEPUTATIONS / PETITIONS

There were none.

7. CANADA WATER MASTER PLAN - REVIEW OF FEEDBACK REPORT

Roger Madelin, head of Canada Water development at British Land, introduced the main theme item.

Christina Norton, from Soundings, presented a summary of the draft masterplan consultation feedback.

The meeting went into workshops to hear and discuss what had been recorded from the recent consultation on the three key areas, namely

- Transport and movement
- Heights and density
- Use and community infrastructure.

At the end of the workshop session, Christina explained that the sheets of notes from the workshops had been put up on the walls of the meeting hall so residents could see what others had been saying. She added that the consultation report was available online. Residents were encouraged to provide contact details so that they could be added to the database and be automatically notified of future consultation events. For further information contact: Eleanor.Wright@britishland.com

8. COMMUNITY ANNOUNCEMENTS

Sustrans gave their apologies for non-attendance but had submitted the following statement that the chair read out:

Earlier this year, Sustrans completed a feasibility study into a walking and cycling bridge connecting Rotherhithe and Canary Wharf, which identified that a bridge would see over 13,000 journeys a day: effectively emptying 15 full trains or 160 full buses of passengers. The study demonstrated that a bridge was feasible, connecting the two sides of the river between Durand's Wharf park and Westferry Circus. The bridge would open on average three times per day, but would otherwise provide 24 hours a day access for free. Sustrans are currently working to progress the project, and are exploring options around governance and procurement to ensure a transparent process which achieves the best value for money. If anyone would like more information about this project, please contact Cliff Matsuya (cliff.matsuya@sustrans.org.uk), or visit Sustrans.org.uk/bikebridge

Marian Farrugia, community council development officer, asked residents to complete the forms, circulated at the meeting, to suggest topics for the meeting themes for the municipal year ahead. Residents were asked to be specific on what topics they wanted discussed, e.g. rather than simply saying traffic, the particular road and issue should be written down. Contact: marian.farrugia@southwark.gov.uk or Tel. 020 7525 1780.

Councillors commented that the proposed new bridge, connecting Rotherhithe and Canary Wharf, had cross party support and that it was a better use of public money than the garden bridge proposed for elsewhere in London. Councillors asked that this view be made clear to the new Mayor of London.

9. SAFETY FOR PEDESTRIANS AROUND SOUTHWARK PARK

Matt Wilson, from Transport for London (TfL), presented. In response to some recent accidents that had caused a lot of concern for councillors and residents, Matt explained that putting guard rails around the affected area would be for pedestrian containment rather than as a safety measure against cars leaving the road. The guard rails had virtually zero containment value for cars at all. He added that modern cars were designed in such a way that adding guard rails to an accident impact could cause more damage to pedestrians in the event of traffic accident. Guard rails could also give a false sense of security to pedestrians.

Councillors said that something had to be done to improve safety in the area, whether by installing bollards or a redesign of the roundabout or other measures. Councillors asked for a separate meeting with TfL to take place, to discuss the possibilities and improve safety in that area.

On a separate issue, councillors said that the planned closure of Tower Bridge seemed to

have been done without consultation with local authorities. The closure would have a major impact on the surrounding roads which were already struggling with traffic levels. Matt responded that it was not a TfL planned closure. Tower Bridge was maintained by Historic Bridge (City of London) and the structure required urgent repairs.

Councillors asked that in future, neighbouring authorities be consulted, where possible, in future whenever similar changes with impacts on local traffic, were being planned by TfL.

10. COMMUNITY SAFETY UPDATE

Sergeant Dean Willis, from the local police team gave a summary of recent activities.

Sgt Willis was asked for a written update on Livesey ward for the next community council meeting.

11. PUBLIC QUESTION TIME

The following public questions were raised at the meeting:

Q1 In response to a question about the high costs of affordable housing, Councillor Mark Williams, cabinet member for regeneration and new homes, responded that shared ownership was an increasingly broken model and not an affordable way for people to get on the housing ladder. He added that the council was looking at alternative options to shared ownership, such as shared equity, community land trusts and discounted market rent for those who did not qualify for social housing.

Councillor Anood Al-Samerai added that there needed to be more genuinely affordable housing in the borough.

Q2 A resident complained that parking amendment consultation was not fairly consulting interested parties. The resident explained that they recently discovered a consultation was taking place in their area when they spotted a sign facing away from the road attached to a post, instead of leafleting of individual homes affected by proposals. Leah Coburn, group manager in highways, explained that the issue of an effective consultation process was being looked at by the highways team.

Q3 A resident asked about a lack of consultation with Pumphouse Close regarding the regeneration in Albion Street, which involved the school, the library, the car park and Mayflower hall. A number of new housing units were planned and residents were concerned about the impact on the area. In response, Councillor Mark Williams said there were local meetings scheduled at which residents could give their views on these developments.

Q4 A resident asked about a recent increase in the amount of food litter visible. She explained that bins were overflowing and more bins were needed along with a strategy to tackle the problem. Councillor Stephanie Cryan agreed to follow up with the resident on this point.

Q5 In response to a question about the analysis that led to a local 33-metre swimming pool being replaced by a 25-metre pool, councillors explained that 25 metre pools (or 50 metre pools) according to Sport England were the recommended distance for

swimming pools and competitions.

12. LOCAL TRAFFIC AND PARKING AMENDMENTS

Note: This is an executive function for decision by the community council.

Leah Coburn, group manager in highways, was available to take questions on issues related to the report.

Councillors considered the information contained in the report.

RESOLVED:

1. 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:
 - Snowfields – To install new contraflow cycle infrastructure at the eastern end of Snowfields (Bermondsey Street junction), and remove existing permit parking bays.
 - Surrey Quays Road – To install double yellow lines on the southeast side to improve traffic flow and to prevent obstructive parking at any time.
 - Elephant Lane – To install a single yellow line on the east side adjacent to The Ship public house to provide a loading facility.
 - Varcoe Road – To install double yellow lines adjacent to No.2 Varcoe Road to provide access at any time.
 - Bermondsey Street – To convert existing single yellow lines to double yellow lines from No.176 to White Cube Gallery to maintain traffic flow and access at any time.
 - Garter Way – To install double yellow lines to prevent dangerous parking and maintain traffic flow and access at any time.
 - 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.
 - 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. That the following local traffic and parking amendments be deferred for further discussions to take place prior to a decision:
 - Rotherhithe Street – reject objections and proceed to install double yellow lines to provide unrestricted access to the entrance of No.135.

- 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.
- 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.

13. ROTHERHITHE CONTROLLED PARKING ZONE STUDY

Councillors considered the information contained in the report.

RESOLVED:

Councillors noted and approved the recommendations in the report regarding the 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'.

14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

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

RESOLVED:

“How can we improve the consultation process, the notifications system for that process and demonstrate how the council acts upon the information received. Further, will the cabinet member for communities and safety, consider a one-stop-shop opportunity for better consultation.”

Councillors requested that an update on community council questions, previously submitted to council assembly, be given at the next meeting on 13 September 2016.

Meeting ended at 9.40pm

CHAIR:

DATED:

Item No. 14.	Classification: Open	Date: 13 September 2016	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Community Council Highways Capital Investment for 2015-16 and 2016-17	
Ward(s) or groups affected		All in the community council area	
From:		Head of Highways	

RECOMMENDATION

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

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council's reactive maintenance programme.
3. The council's non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011-12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in Highways Capital Investment Programme 2014-15 dated 12 December 2013 (Appendix 4) and can also be found at:
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Bermondsey and Rotherhithe Community Council has been allocated £419,050 for highway improvement works (carriageway and footways) of its choice. This is a combined allocation for financial years 2015/16 and 2016/17 and it can be spent on any non-principal road in the area. This is in addition to £79,052 of underspend from previous years giving a total available of £498,102. It is hoped that enough works will be proposed and implemented to fully spend the allocation to bring yearly allocations and works up-to-date. This report contains proposals from four wards (Grange, Riverside, Rotherhithe, and Surrey Docks) which are yet to be approved at the forthcoming Bermondsey and Rotherhithe Community Council meeting. Two remaining wards (South Bermondsey and Livesey) are yet to submit their proposals.

KEY ISSUES FOR CONSIDERATION

7. Following the last Bermondsey and Rotherhithe Community Council meeting, officers wrote to all wards to request for outstanding and additional proposals. There are still outstanding proposals from ward members. Refer to Appendix 1 for a summary of the proposals received so far for each ward. These and any other proposal needs to be approved at the forthcoming Bermondsey and Rotherhithe Community Council meeting to allow works to start.
8. The overall remaining budget available to Bermondsey and Rotherhithe Community Council including underspend from 2014-15 is £245,833, assuming that the community council supports all the proposals put forward so far as detailed in Appendix 1. Funds remaining unallocated after this meeting will be allocated to further proposals from ward members and agreed at a future meeting or carried over into the 2017/18 programme for allocation.
9. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community council selections

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

Delivery

11. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2016-17. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

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

Financial implications

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

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Bentley Amankwah 02075252180 or Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward members proposals for 2015-16
Appendix 2	Extract from the Highways Capital Investment Programme – Yearly Community Council Investment Allocations (Appendix 4) 2015-16 and 2016-17 Combined Community Council Investment Allocations

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Bentley Amankwah, Delivery Manager	
Version	Final	
Dated	30 August 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team	31 August 2016	

Devolved Community Council Funded Schemes

Community Council : Bermondsey and Rotherhithe Community Council

Funding

Under spend from previous year	£79,052
Allocation for FY 2015-16 & 2016-17	£419,050

Implementation Fees (10%)	-£49,810
Proposed Schemes total till date	-£202,459

Remaining Total	£245,833
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Ward Member's Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Neckinger	Grange	Carriageway	£37,548	<i>Yet to be approved</i>
Leroy Street	Grange	Carriageway	£26,850	<i>Yet to be approved</i>
Clement Road	Riverside	Carriageway	£46,740	<i>Yet to be approved</i>
Sweeney Crescent	Riverside	Carriageway	£24,875	<i>Yet to be approved</i>
Scot Lidgett Crescent	Riverside	Carriageway	£15,890	<i>Yet to be approved</i>
Bermondsey West Wall	Riverside	Carriageway	£22,576	<i>Yet to be approved</i>
Seth Street	Rotherhithe	Footway	£8,700	<i>Yet to be approved</i>
Canute Gardens	Rotherhithe	Footway	-	<i>Proposed site not on public highway</i>
Neptune Street	Rotherhithe	Carriageway	£14,480	<i>Yet to be approved</i>
Rotherhithe Street	Rotherhithe	Footway	£4,800	<i>Yet to be approved</i>
Rope Street	Surrey Docks	Footway	-	<i>Proposed site is in good condition</i>
Finland Street	Surrey Docks	Footway	-	<i>Proposed site is in good condition</i>
		Overall Total	£202,459	

Note: To date, no feasible proposals have been put forward by South Bermondsey and Livesey wards

Extract (Appendix 4 of the Highways Capital Investment Programme
– Yearly Community Council Investment Allocations)

Community Council	Ward	Allocation (£)	Total (£)
Bermondsey and Rotherhithe	Grange	£38,095	£209,525
	Livesey (part)	£19,050	
	Riverside	£38,095	
	Rotherhithe	£38,095	
	South Bermondsey	£38,095	
	Surrey Docks	£38,095	
Borough, Bankside and Walworth	Cathedrals	£38,095	£190,475
	Chaucer	£38,095	
	East Walworth	£38,095	
	Faraday	£38,095	
	Newington	£38,095	
Camberwell	Brunswick Park	£38,095	£114,285
	Camberwell Green	£38,095	
	South Camberwell	£38,095	
Dulwich	College	£38,095	£114,285
	East Dulwich	£38,095	
	Village	£38,095	
Peckham and	Livesey (part)	£19,050	£171,430
	Nunhead	£38,095	
	Peckham	£38,095	
	Peckham Rye	£38,095	
	The Lane	£38,095	
TOTAL			£800,000

2015-16 and 2016-17 Combined Community Council
Investment Allocations

Community Council	Ward	Allocation (£)	Total (£)
Bermondsey and Rotherhithe	Grange	£76,190	£419,050
	Livesey (part)	£38,100	
	Riverside	£76,190	
	Rotherhithe	£76,190	
	South Bermondsey	£76,190	
	Surrey Docks	£76,190	
Borough, Bankside and Walworth	Cathedrals	£76,190	£380,950
	Chaucer	£76,190	
	East Walworth	£76,190	
	Faraday	£76,190	
	Newington	£76,190	
Camberwell	Brunswick Park	£76,190	£228,570
	Camberwell Green	£76,190	
	South Camberwell	£76,190	
Dulwich	College	£76,190	£228,570
	East Dulwich	£76,190	
	Village	£76,190	
Peckham and Nunhead	Livesey (part)	£38,100	£342,860
	Nunhead	£76,190	
	Peckham	£76,190	
	Peckham Rye	£76,190	
	The Lane	£76,190	
TOTAL			£1,600,000

Item No. 16.	Classification: Open	Date: 31 August 2016	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Introduction of an estate parking scheme to Rennie Estate	
Ward(s) or groups affected:		South Bermondsey Ward	
From:		Director of Resident Services	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments are approved for implementation subject to the outcome of any necessary statutory procedures:
 - To implement an estate parking scheme to Rennie Estate. The scheme is to cover the entire estate from 7am – 7pm, Monday – Sunday.
 - To agree that the use of visitor permits are not permitted in the allocated visitor bays. These bays are limited to 3 hours and the visitor permits are permissible all day and may be used in the allocated resident bays.

BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 20 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 road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of disabled parking bays
 - statutory objections to origin disabled parking bays.
4. This report gives recommendation for two local traffic and parking amendments, involving the implementation and enforcement of an estate parking scheme.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The area housing team was contacted by the T&RA (tenants and residents association). The T&RA represents residents of the estate that meets to discuss issues affecting residents.
7. The group identified a need for controlled parking within the 100 allocated parking bays located on the Rennie Estate.
8. The group explained that it was difficult for residents and visitors to park their vehicles on the estate during the day as non resident's park on the estate and use South Bermondsey Station to commute.
9. Rennie Estate is the only 'free parking' estate within a few miles of South Bermondsey Station. Parking becomes problematic at night as vehicles from other estates/local area make use of the free parking. Residents who arrive late home cannot find parking on their estate.
10. Estate-wide ballot was carried out on 6 June 2016. The parking scheme was supported by residents.
11. Resident visitors with a visitors permit will be able to use the parking bays.
12. Enforcement period will be Monday to Sunday, 7am - 7pm.

Community impact statement

13. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
14. The introduction of the parking scheme will benefit residents of the estate and their visitors.
15. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

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

Consultation

24. Consultation was carried out with Rennie TRA, including an estate wide ballot which was completed on 6 June 2016.
25. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
26. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.

27. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
28. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its 160 Tooley Street office.
29. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
30. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark constitution.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Paul Langford, Director of Resident Services	
Report Author	Andrew Rogers, Resident Services Manager	
Version	Final	
Dated	31 August 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	31 August 2016	

Item No. 17.	Classification: Open	Date: 13 September 2016	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		South Sea Street Emergency Access	
Ward(s) or groups affected:		Surrey Docks	
From:		Head of Highways	

RECOMMENDATIONS

1. That Bermondsey and Rotherhithe Community Council approve the implementation of double yellow line waiting restrictions at the southern end of South Sea Street, subject to the necessary statutory procedures.
2. That Bermondsey and Rotherhithe Community Council approve the implementation of a no-motor-vehicles zone at the southern end of South Sea Street, subject to the necessary statutory procedures, excepting for public service vehicles and emergency services vehicles.

BACKGROUND INFORMATION

3. Several residents in the area had issued complaints to the council regarding the existing gate at the junction of South Sea Street and Rope Street. The presence of the gate was intended as a physical measure to prevent non-emergency vehicles from passing between South Sea Street and Rope Street.
4. The nature of the complaints are based around the gate being continually left open, thus providing an unintended short cut through the highway network, and the increased vehicle speeds and volumes that result from this.
5. The existing highway infrastructure is not being used as intended, and the proposals put forward are formalising the existing restriction and making it more effective.
6. In accordance with Part 3H paragraphs 20 and 22 of the Southwark constitution, community councils are to make decisions regarding the introduction of short lengths of waiting and loading restrictions, and to hear and determine traffic petitions and deputations that are of a nonstrategic nature.
7. A report detailing the original complaints, the consultation method and results, and the general arrangement drawing of the proposals can be found in Appendix A.

KEY ISSUES FOR CONSIDERATION

8. Ward Councillors for Surrey Docks were made aware of the scheme and the consultation process on 22 December 2015.

9. A full closure of the route was considered, however the London Fire Brigade requested that the access for emergency vehicles was maintained.
10. Residents were not asked to complete a questionnaire, but were encouraged to respond with any objections to the proposals. The letters outlining the proposals were delivered on 12 May 2016 and the deadline for objections was 31 May 2016.
11. One of the contact details on the letter was incorrect. In the interests of conducting a fair consultation process, the letter was reissued and the deadline for objections was extended by two weeks, to 17 June 2016.
12. As of 1 June 2016, 14 responses had been received, including 6 objections. Further detailing of the objections is given in Appendix A – Consultation Report.

	<i>Local Response*</i>	<i>Non-Local Response*</i>	<i>TOTAL</i>
Response Rate	22.7%	N/A	31.8%
Fully Support	4 (40%)	1 (25%)	5 (36%)
Partially Support	3 (30%)	0	3 (21%)
Fully Object	3 (30%)	3 (75%)	6 (43%)
TOTAL	10	4	14

** It should be stressed that while the term “non-local” is used in the above table, all responses were from addresses located within nearby roads.*

13. The three “partially support” responses were in favour of not allowing vehicles to pass between South Sea Street and Rope Street, objecting to the additional waiting and loading restrictions and the extent of the restricted area. Responses to objections, and reasons that this is not possible, are given in Appendix A – consultation report.
14. The response to the proposals has been varied. Although there does not appear to be a clear consensus, officers are of the view that the proposals should go ahead, considering that the consultation was undertaken on the basis of formalising an existing restriction rather than creating a new one, and therefore given that there is no clear consensus to remove the restriction, it should be retained and formalised.
15. Officers have considered all comments from respondents, and have deemed that there are a mixture of legal, policy and engineering reasons that the alternative suggestions are not feasible.

Policy implications

16. 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
 - Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.
 - Policy 8.1 – Seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

17. 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.
18. The implementation of this traffic restriction would improve the quality of life for local residents as the speed and volume of vehicles in the area (and also in surrounding roads) should decrease.
19. Some residents will experience longer journeys by motor vehicle.
20. It is hoped that by reducing the overall speed and volume of motor traffic throughout all of South Sea Street and Rope Street, road users would feel safer and be encouraged to walk or cycle for shorter journeys.
21. The scheme will result in a loss of two (informal, unmarked) parking spaces.

Resource implications

22. The proposals would be funded by council capital and are expected to cost £8,000 to implement.
23. The enforcement of the restriction would be undertaken by the council's parking enforcement team.

Consultation

24. Ward members and emergency services were consulted prior to commencement of the consultation.
25. Informal public consultation with local residents was carried out in May and June 2016, as detailed above.
26. If approved for implementation this restriction will be subject to statutory consultation required in the making of any permanent traffic management orders.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	South Sea Street Emergency Access – Consultation Report

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	David Newman, Project Manager	
Version	Final	
Dated	31 August 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		31 August 2016

South Sea Street Emergency Access - Consultation Report

September 2016

1. Project and Objectives

There is an existing gate at the junction of Rope Street and South Sea Street in the Surrey Docks ward.

Several local residents had issued complaints to the Council alleging that the gate was continually being left open, thus providing an unintended short cut through the highway network, and the increased vehicle speeds and volumes that result from this.

The gate features a large sign stating that its use is for emergency access only. Officers understand that a gate or other physical feature has been present at this location for at least twenty years and most likely since the inception of the estate. It has since been altered and refurbished.

It is clear from the presence of the gate, and the materials used to construct the surrounding footway, that general traffic is not intended to pass from Rope Street to South Sea Street.



Figure 1 – Photograph of the gate in a locked open position.

2. Consultation Process

Ward Councillors and the Emergency Services were contacted by e-mail in December 2015 and January 2016, with no objections received. The London Fire Brigade stated that emergency access should be retained.

Formal public consultation was not carried out. A letter, describing the issues and proposals were distributed to local properties fronting the gate and turning head. Residents were invited to support or object to the proposals.

Due to a drafting error, one of the contact details on the letter was incorrect. In order to ensure that all opinions were received, a subsequent letter was issued to the same group of residents stating the correct e-mail address for objection to, or support for, the proposals. The deadline for responses was also extended by two weeks until Friday 17th June 2016.

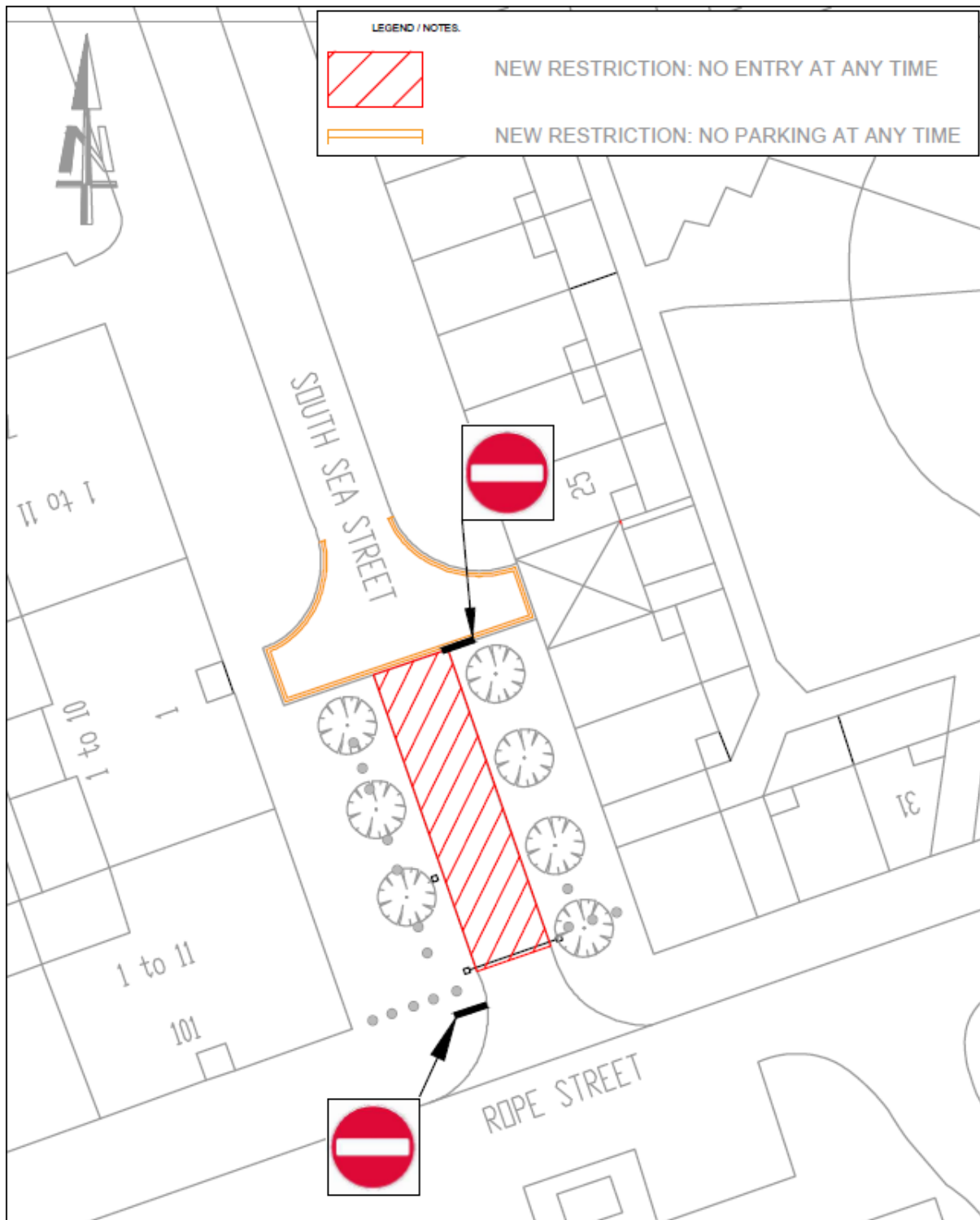


Figure 2 – Plan of the proposals included in the letter sent to local residents.

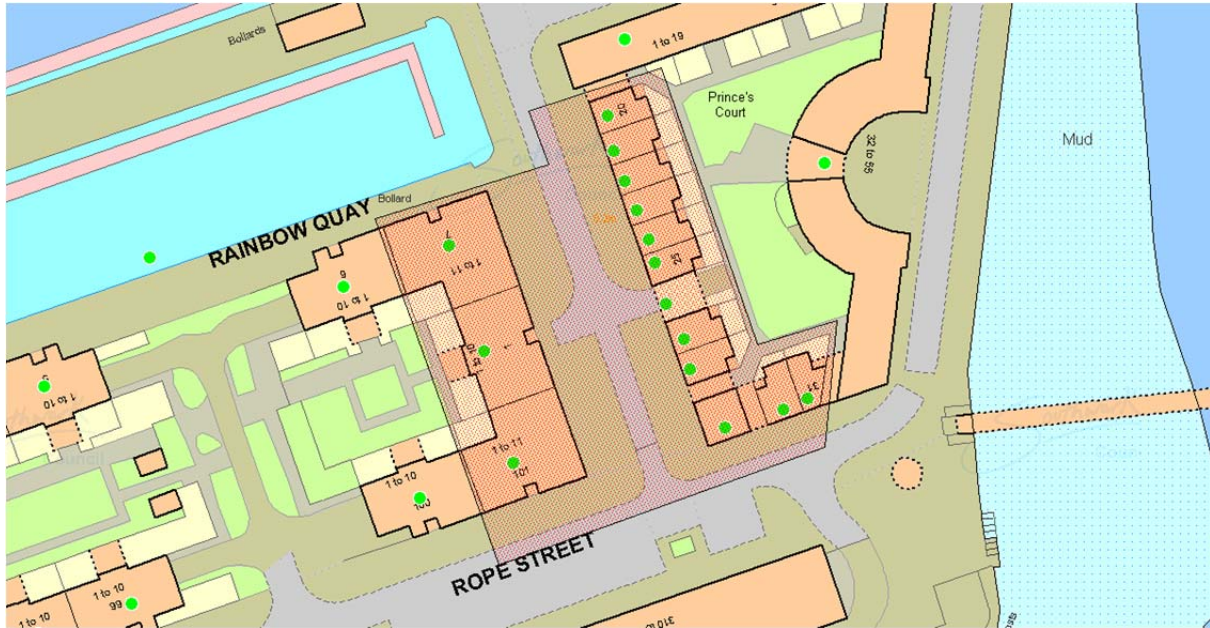


Figure 3 – Distribution map. The addresses were sourced from the Council's GIS database of addresses. A total of 44 properties received the letter.

3. Consultation Results

3.1. Response Rate

A total of 44 letters were sent to local residents. Ten of these residents responded, with a further four residents (each from within the local area but not on the distribution list) also responding. This represents a local response rate of 22.7%, and an overall response rate of 31.8%.

	Local Response*	Non-Local Response*	TOTAL
Fully Support	4 (40%)	1 (25%)	5 (36%)
Partially Support	3 (30%)	0	3 (21%)
Fully Object	3 (30%)	3 (75%)	6 (43%)
TOTAL	10	4	14

* It should be stressed that while the term "non-local" is used in the above table, all responses were from addresses located within nearby roads, and in some cases adjacent properties.

Figure 4 – Tabular representation of the responses received

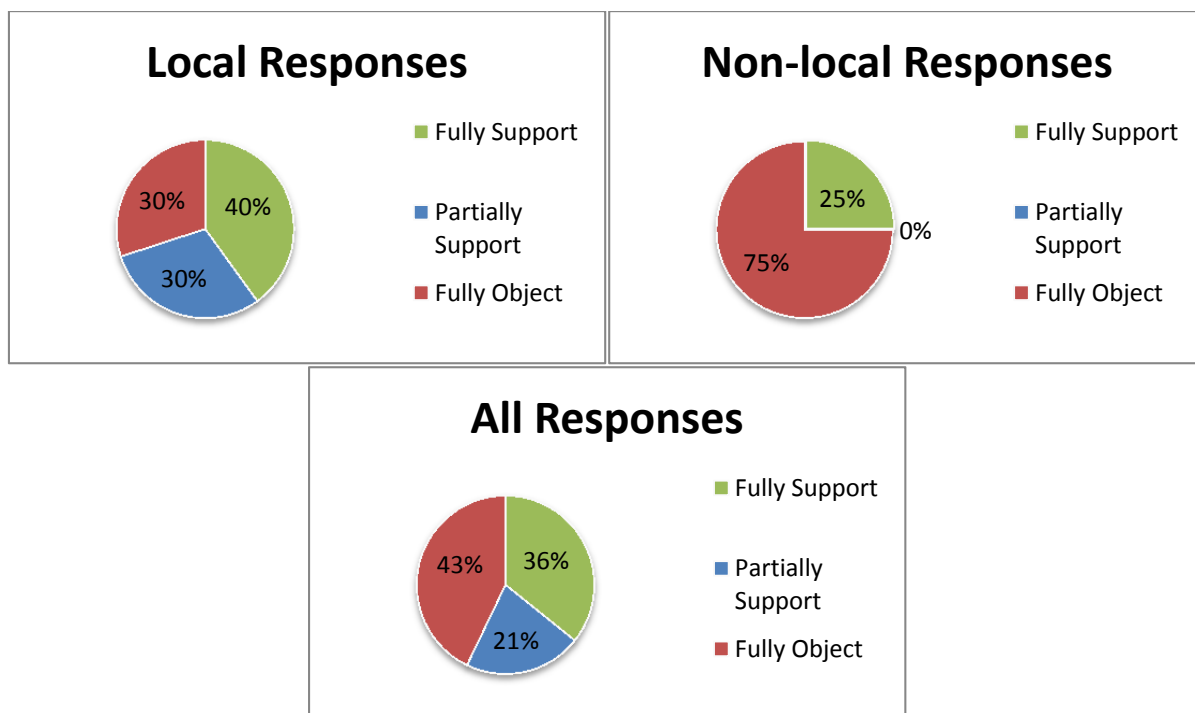


Figure 5 – Graphical representation of the responses received

3.2. Objection Analysis

The response to the proposals has been varied. The three “partially support” responses were in favour of not allowing vehicles to pass between South Sea Street and Rope Street, objecting to the additional parking restrictions and the extent of the restricted area.

The objections (in bold) and the appropriate response (in italic) can be summarised as below:

3.2.1. No-motor-vehicles restriction

Loss of amenity to local residents wishing to pass through the gate [to avoid the Lower Road gyratory]

Response: A physical barrier has existed in this location for at least ten years, possibly even since the estate was constructed. The layout of the highway suggests that the ‘turning head’ at the southern end of South Sea Street was designed to allow vehicles to safely turn around, rather than proceeding through to Rope Street. Therefore, the proposals are considered to be formalising an existing arrangement by which road users should never have been able to pass through on a consistent basis.

Local residents should be able to park in front of their properties [for a short time]

Response: The restriction may not be able to be effectively enforced if the entire area is question is not covered by a traffic order. This could render the measures redundant. Should the restricted area be made smaller, there is potential for larger vehicles to drive through too far (in the absence of signage), deem it unsafe to turn around, and proceed through the restriction anyway.

It should also be noted that residents of both Princes Court and Rainbow Quay have access to underground car parking spaces, from South Sea Street and Rope Street respectively.

Several objecting respondents were in favour of removing through traffic via some form of restriction, but on the provision that they were able to open the gate [or other measure] themselves.

Response: It should be noted that this would have significant legal implications as the road in question is public highway funded out of the public purse, rather than a private street for the use by one group of residents.

3.2.2. Double yellow line restriction

Double yellow line restrictions are not required

Response: Vehicle Swept Path Analysis has been undertaken to show a refuse vehicle undertaking a three-point-turn. While it is acknowledged that public refuse vehicles will be exempt from this restriction, similar vehicles (e.g. delivery lorries) will not. This diagram is shown in Figure 4.

Double yellow lines are unsightly

Response: The Council could consider the implementation of a “restricted parking zone” which does not feature double yellow lines. However, larger “zone entry and exit” signs would be required, as well as additional posts.

Waste of taxpayers’ money

Response: The scheme has been designed to a specified budget, with the cost of implementation kept low by reducing the amount of physical works involved.

3.2.3. Further comments, questions and suggestions

One respondent suggested the use of a retractable bollard with residents issued a “fob”.

This has the same legal implications as in point 3.2.1. Additionally, electronic bollards are costlier to install and maintain.

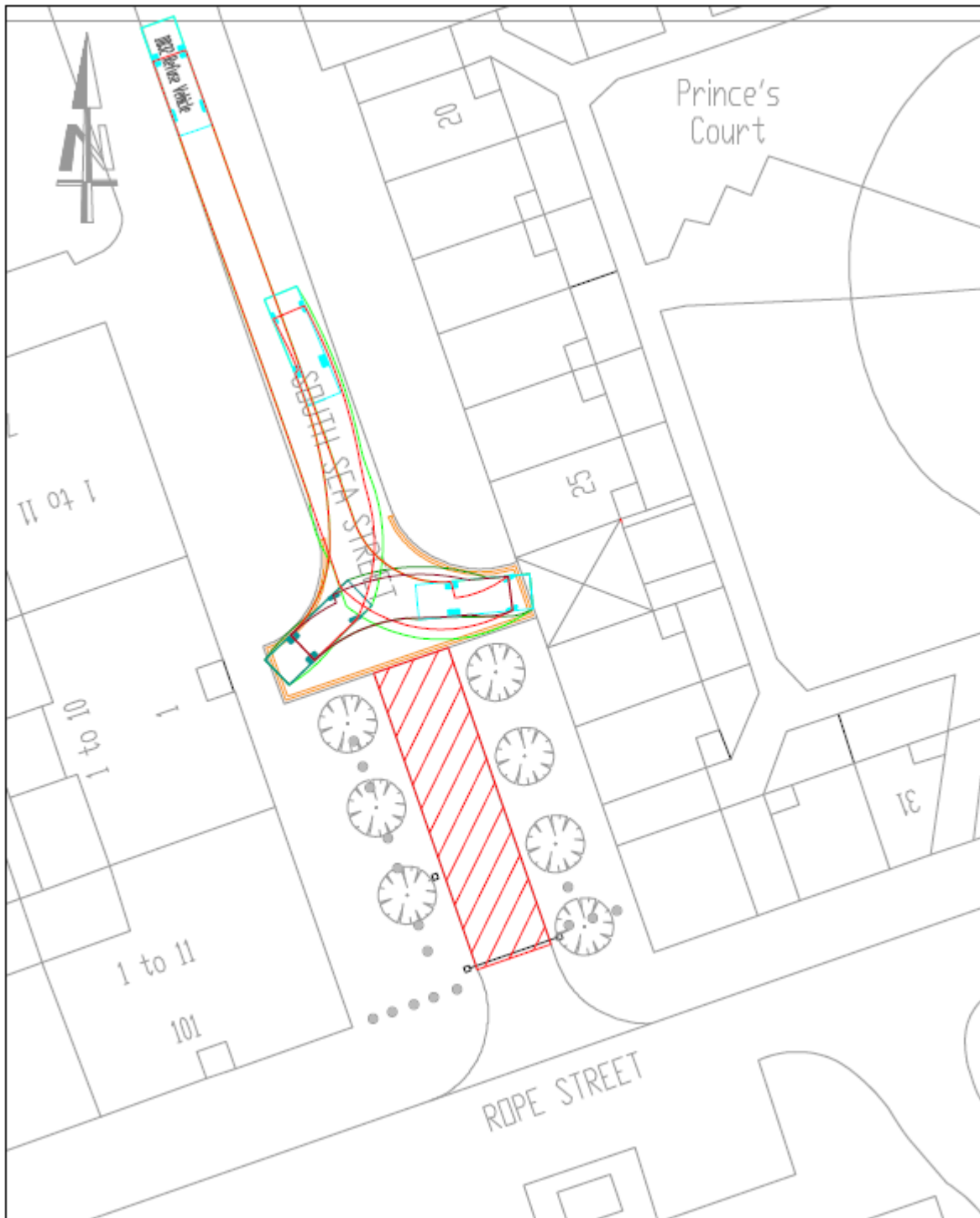


Figure 6 – Vehicle Swept Path Analysis of a standard refuse vehicle attempting a three-point-turn instead of entering the restricted zone.

Item No. 18.	Classification: Open	Date: 13 September 2016	Meeting Name: Bermondsey and Rotherhithe Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Grange, Livesey, Rotherhithe, South Bermondsey and Surrey Docks	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Goodwin Close/Lucey Road/Yalding Road – to install new double yellow lines on entrances to estate parking areas and private car parks.
 - 1.2 Verney Road – to install double yellow lines outside and opposite Nos.34 - 40 to allow unrestricted access for large vehicles and to prevent obstructive parking at any time.
 - 1.3 Melior Place – to install at any time loading restriction to prevent parking and loading/unloading to maintain access to Nos.8 to 20 Snowsfields at any time.
 - 1.4 Monnow Road – to install single yellow line to prevent vehicles from blocking access to the re-developed communal bin room on the Abbey Gardens estate to enable refuse collections.
2. It is recommended that the objections received against a non-strategic traffic management order are considered and determined as follows:
 - 2.1 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 20 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.
 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 second quarter of 2016-17, the council is proposing four LPA's as summarised in figure 1.
9. The rationale for each proposal is discussed in the associated Appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Goodwin Close/Lucey Road/Yalding Road	To install new double yellow lines on entrances to estate parking areas and private car parks	1
Verney Road	To install double yellow lines outside and opposite Nos.34 -40 to allow unrestricted access for large vehicles and to prevent obstructive parking at any time	2
Melior Place	To install at any time loading restriction to prevent parking and to maintain access to Nos.8 to 20 Snowfields at any time	3
Monnow Road	To install single yellow line to prevent vehicles from blocking access to the re-developed communal bin room on the Abbey Gardens estate to enable refuse collections	4

Figure 1

10. Statutory consultation has recently been carried out on one item approved by the community council on 17 September 2014. 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
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	5

Figure 2**Policy implications**

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

13. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
14. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

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

Consultation

26. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations which include statutory consultation and the consideration of any arising objections.
27. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the regulation which are supplemented by the council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order

28. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
29. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

30. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2016
 - Implementation – December 2016 to January 2017

BACKGROUND DOCUMENTS


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

APPENDICES

No.	Title
Appendix 1	Goodwin Close/Lucey Road /Yalding Road– install double yellow lines
Appendix 2	Verney Road – install double yellow lines
Appendix 3	Melior Place – install at any time loading restriction
Appendix 4	Monnow Road – install single yellow line
Appendix 5	Snowsfields – objection determination – one-way working (with cycling contraflow)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	24 August 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	24 August 2016	

Reference	16/17_Q2_002	Location overview
Location	Goodwin Close, Lucey Road and Yalding Road	
Proposal	To Install double yellow lines on the junction of Lucey Road, Yalding Road and Goodwin Close and adjacent to the entrances to estate car parks on Lucey Road and Yalding Road and access road to the private car parks on Goodwin Close.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	13 September 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

On 13 May 2016 the council received a request from the Chair of the Goodwin Close Tenants and Residents Association who raised concerns about obstructive and dangerous parking on Goodwin Close, Lucey Road and Yalding Road during the day, evenings and weekends.

Location

Goodwin Close, Lucey Road and Yalding Road are mainly unrestricted except for small sections of double yellow lines. The area is mainly residential and is within walking distance of bus routes in to town and a short walk to Bermondsey underground Station. This makes the street an attractive parking location for non-residents.

Investigation and conclusions

Officers met the Chair of the Goodwin Close Tenants and Residents Association on Thursday 2nd June 2016 and carried out a walk about to discuss the areas of concern.

The major concern was the junction where Yalding Road, Lucey Road meet Goodwin Close. At present there are double yellow lines on this junction but vehicles are parked opposite on the inside of the bend where Lucey Road meets Yalding Road. This reduces the sight lines and makes seeing oncoming vehicle difficult.

Other areas of concerns raised were vehicles parked adjacent to the entrances to the estate car parks on Lucey Road and Yalding Road and at the access roads to the private car parks on Goodwin Close.

Recommendation

Based on our investigation and conclusions the council are recommending the introduction of double yellow lines:

- At the junction of Yalding Road, Lucey Road and Goodwin Close
- Adjacent to the entrances to the estate car parks on Lucey Road and Yalding Road
- Adjacent to the access roads to the private car parks on Goodwin Close.

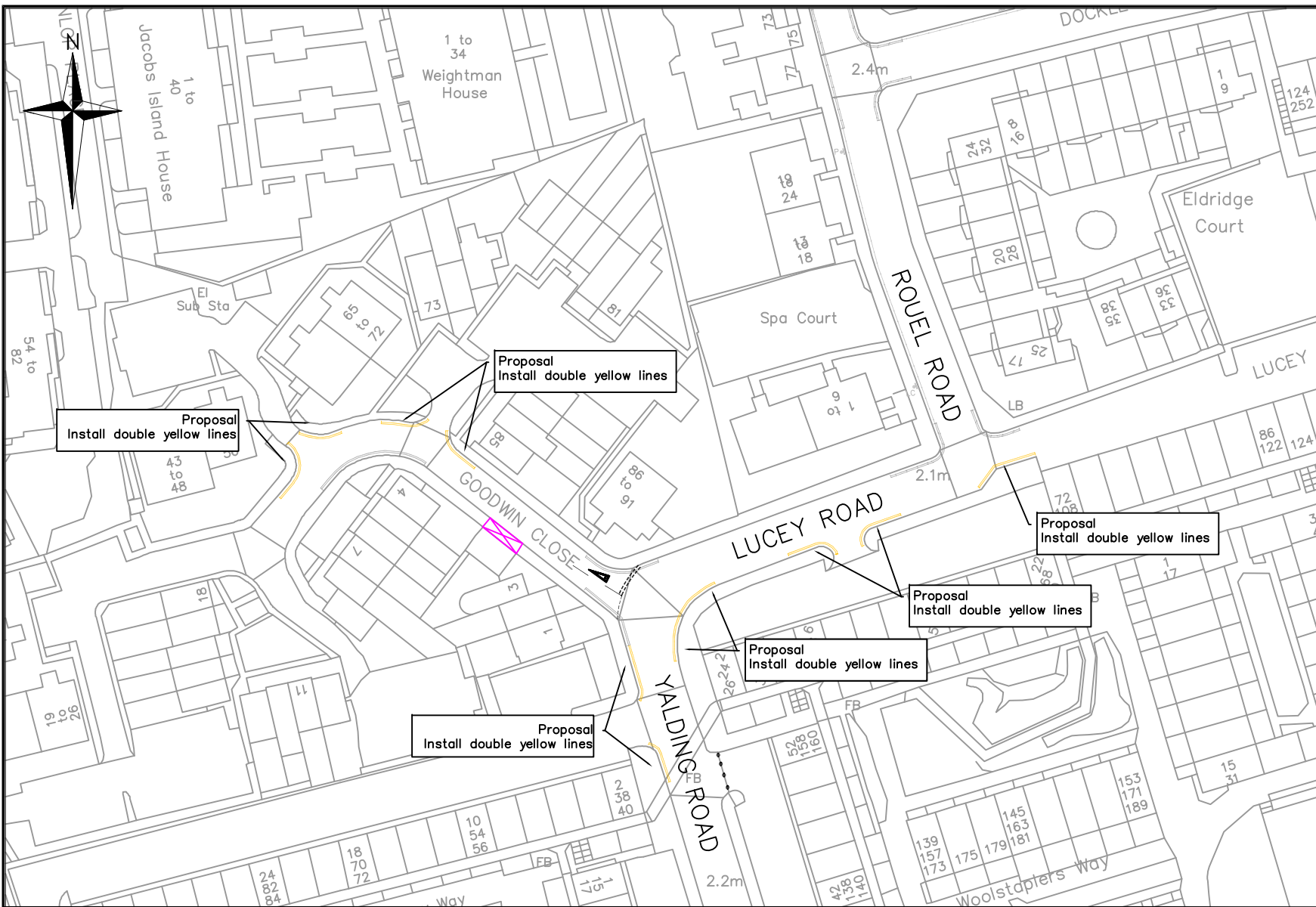
A detailed design drawing of the proposal is provided within this document.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in November 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
	Dropped Kerb

Proposal
Install double yellow lines

Proposal
Install double yellow lines

Proposal
Install double yellow lines

Proposal
Install double yellow lines

Proposal
Install double yellow lines

Proposal
Install 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




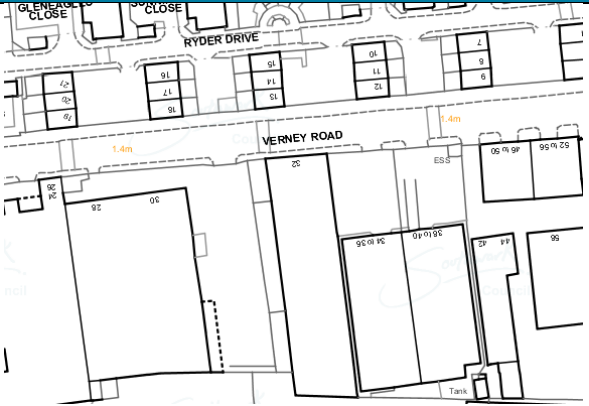
Project
1617 LOCAL PARKING AMENDMENTS

Drawing Title
**GOODWIN CLOSE/LUCEY ROAD
YALDING CLOSE
PROPOSED DOUBLE YELLOW LINES**

Community Council BERMONDSEY AND ROTHERHITHE					
Ward(s) GRANGE					
Date	Scale	Drn	Chk	App	
02/06/16	1:500 @ A4	MH	PG	PG	
Dwg No. 1617Q2002				Rev	
Status DETAILED DESIGN				A	

Rev	Date	Description	Drn	Chk	App

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		Local parking amendment	Appendix 2
Reference	16/17_Q2_006	Location overview	
Location	Verney Road		
Proposal	To install double yellow lines outside and opposite Nos.34-40 to allow unrestricted access for large vehicles and to prevent obstructive parking at any time.		
Community council meeting	Bermondsey and Rotherhithe		
Community council date	13 September 2016		
Ward(s) affected	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

The council received a request from the owner of Westminster Waste, who raised concerns about obstructive parking on Verney Road during the weekdays and weekends.

Location

Verney Road is mainly unrestricted except for small sections on double yellow lines. The area is a mix of residential industrial and commercial properties and is within walking distance of South Bermondsey Station. This may make the street an attractive parking location for non-residents.

Investigation and conclusions

Officers met the owner of Westminster Waste on 21st June 2016 and carried out a site meeting to discuss the main area of concern.

Westminster Waste receives commercial waste transported by large heavy goods vehicles that are required to reverse into the yard and onto a weigh bridge prior to being unloaded.

The major concern was the obstructive parking outside and opposite their site at No.38-40 Verney Road. At present the highway is unrestricted and vehicles are parked adjacent and opposite to their yard entrance,. This reduces the highway width and makes entering the yard difficult for large vehicles.

During the site meeting staff from Bliss Transport based at Nos.34 to 36 came and joined the discussion. The business has large coaches accessing their yard at any time day or night and also experience obstructive parking.



Recommendation

Based on our investigation and conclusions the council are recommending the introduction of double yellow lines outside and opposite Nos. 34 to 40 Verney Road to maintain access and prevent obstructive parking at any time.

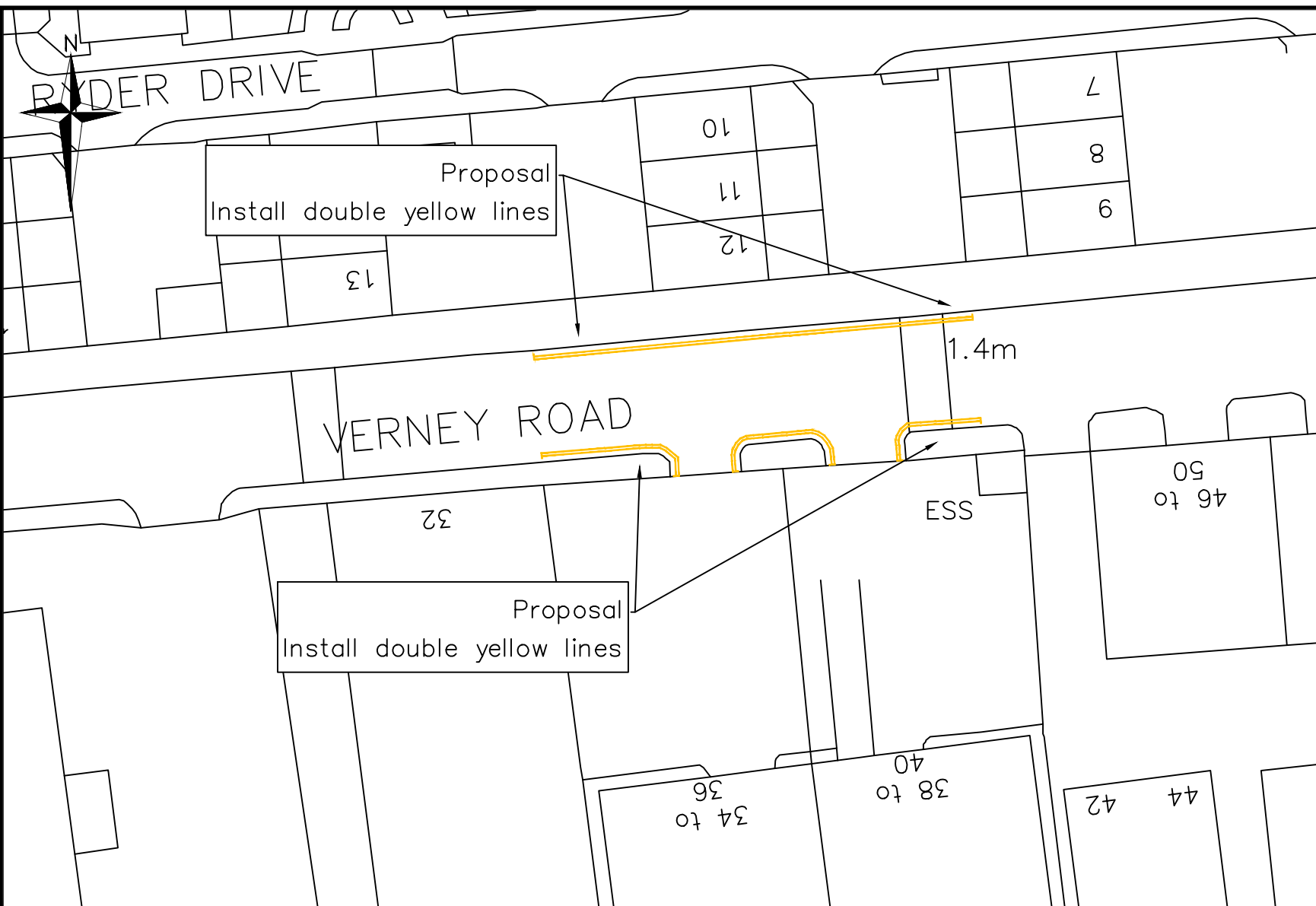
A detailed design drawing of the proposal is provided within this document.

Next steps

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

38

Highways
 Parking Design

Environment
 Floor 3, hub 2
 Southwark Council
 160 Tooley Street
 PO Box 64529
 London, SE1P 5LX

www.southwark.gov.uk/parkingprojects





Project
 1516 LOCAL PARKING AMENDMENT

Drawing Title
 VERNEY ROAD
 PROPOSED DOUBLE YELLOW LINES

Community Council BREMONDSEY AND ROTHERHITHE				
Ward(s) LIVESEY				
Date	Scale	Drn	Chk	App
13/07/2016	1:500 @ A4	MH	PG	PG
Dwg No.	1617Q2006			
Status	DETAILED DESIGN			
				A

Rev	Date	Description	Drn	Chk	App

		Local parking amendment	Appendix 3
Reference	16/17_Q2_008	Location overview	
Location	Melior Place		
Proposal	To install at any time loading restriction to prevent parking and to maintain access to Nos.8 to 20 Snowfields at any time		
Community council meeting	Bermondsey and Rotherhithe		
Community council date	13 September 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

On the 1st July 2016 the council received a request from a resident who raised concerns about obstructive parking taking place on the existing double yellow lines in Melior Place.

As part of the complaint it was mentioned that large vehicles regularly load and unload on the restriction, impacting on vehicle access to the Snowfields estate and the private off-street parking.

Location

Melior Place is part of the London Bridge (F) controlled parking zone which operates Monday to Saturday 8am – 6.30pm.

Investigation and conclusions

The existing double yellow lines currently protect the access to the Snowfields estate and private off-street parking, it should be noted that double yellow lines allow the following parking activity:

- Disabled blue badge holder can park for up to three hours, providing the clock card is displayed which is set to the time of arrival
- Loading and unloading is permitted on single and double yellow lines for a maximum of 40 minutes if loading is observed



It is clear from site observations that this section of carriageway cannot support parking or loading activities and that it is essential that vehicle access is maintained at all times.

Recommendation

Based on our investigation and conclusions the council are recommending, as shown in drawing below, the introduction of an at any time loading restriction (kerb blips) to prevent vehicles from stopping on the double yellow lines in Melior Place to maintain constant access to the Snowfields estate and the private off-street parking.

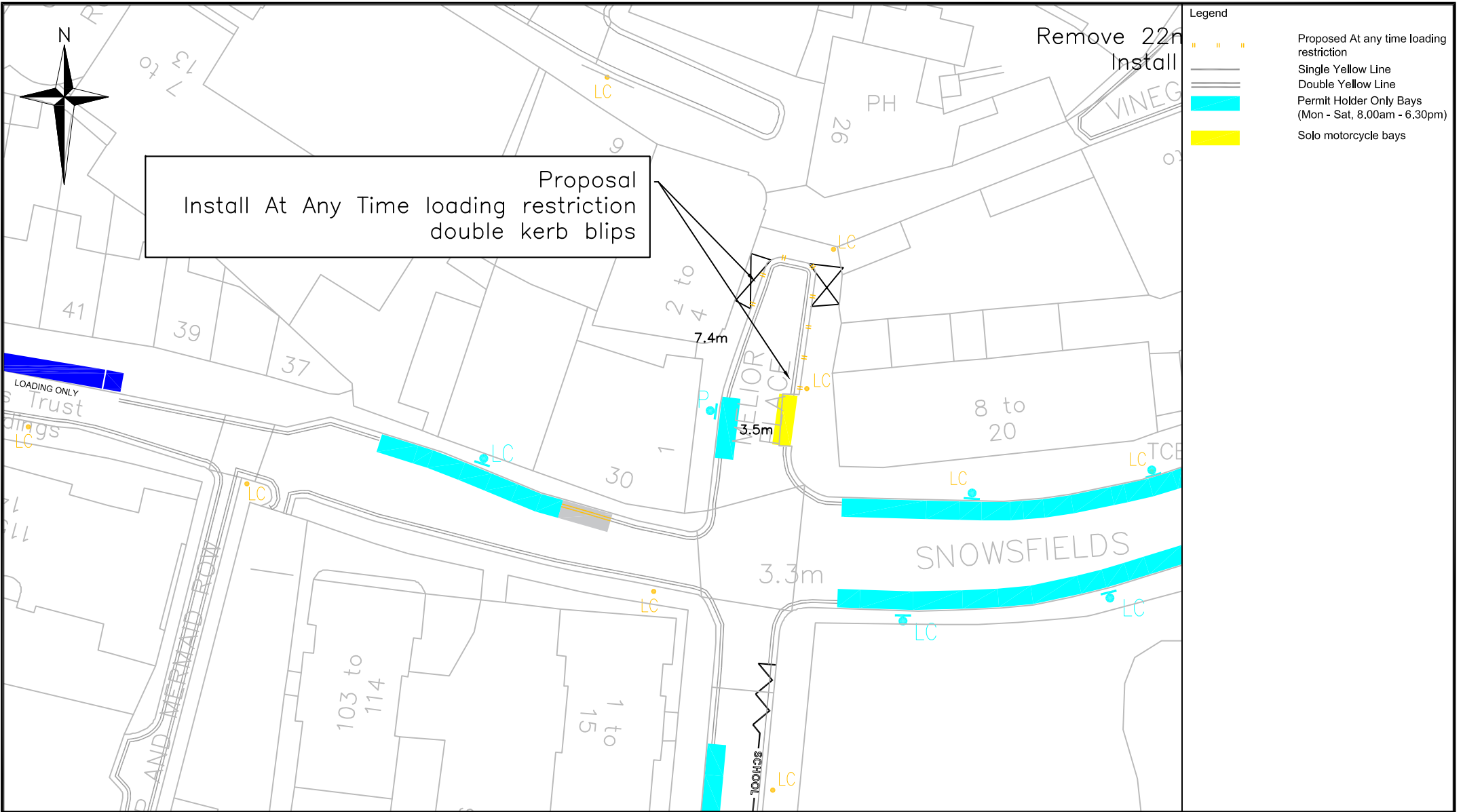
A detailed design drawing of the proposal is provided within this document.


Next steps



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

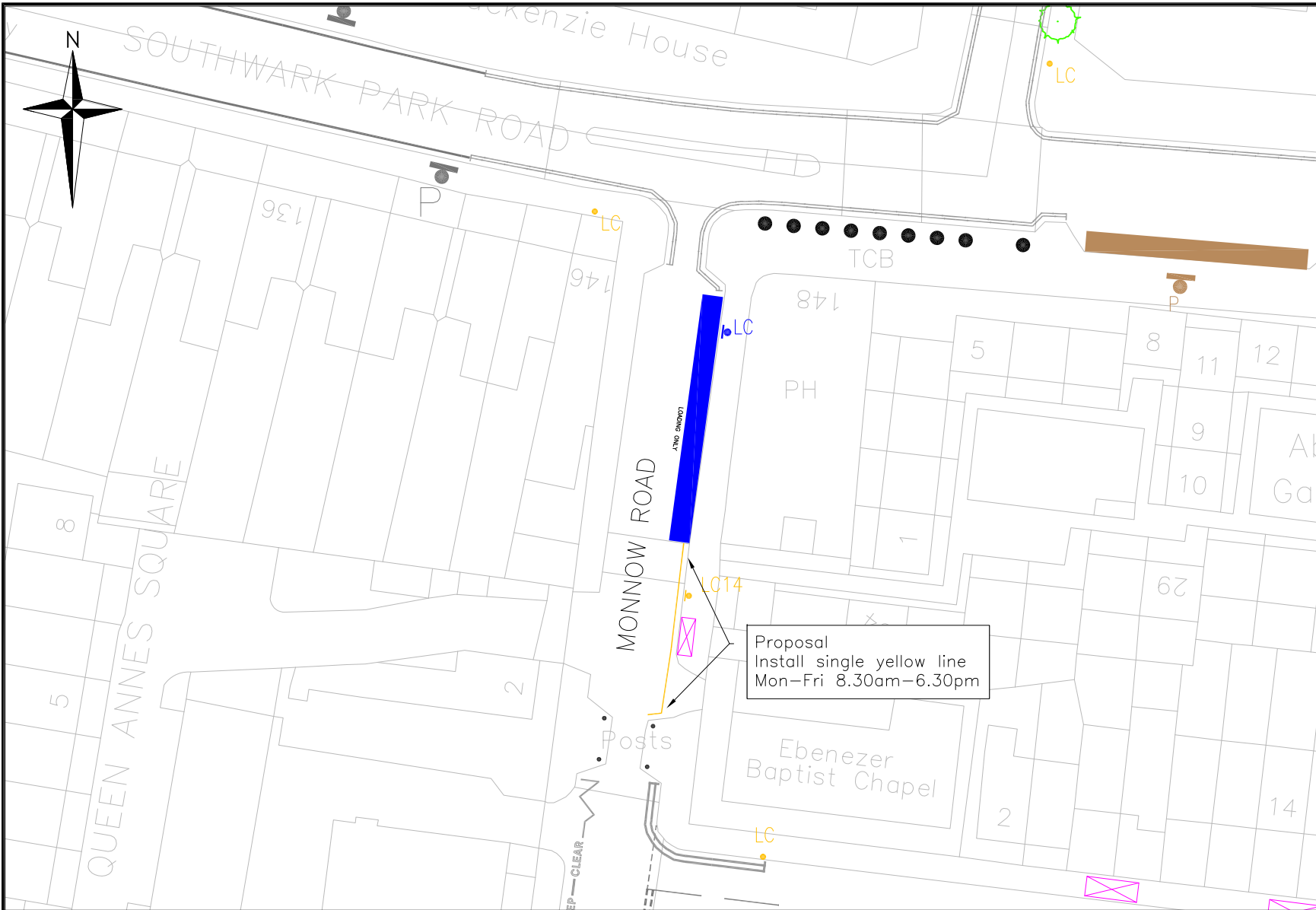


<p>Highways Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p> 	<p>Project</p> <p>LOCAL PARKING AMENDMENTS</p> <p>Drawing Title</p> <p>MELIOR PLACE PROPOSED AT ANY TIME LOADING RESTRICTION</p>	<p>Community Council</p> <p>BERMONDSEY AND ROTHERHITHE</p>										
		<p>Ward(s)</p> <p>GRANGE</p>										
		Date	Scale	Drn	Chk	App						
		13/07/2016	1:500 @ A4	MH	PG	PG						
<p>Dwg No.</p> <p>1617Q2008</p>					Rev							
<p>Status</p> <p>DETAILED DESIGN</p>					A							
Rev	Date	Description	Drn	Chk	App							

		Local parking amendment	Appendix 4
Reference	16/17_Q2_007	Location overview	
Location	Monnow Road		
Proposal	To install single yellow line to prevent vehicles from blocking access to the re-developed communal bin room on the Abbey Gardens estate to enable refuse collections.		
Community council meeting	Bermondsey and Rotherhithe		
Community council date	13 September 2016		
Ward(s) affected	South Bermondsey		

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 14 June 2016 the council were contacted by Waste Management team. They forwarded on a request for yellow lines from the chair of Abbey Gardens (Bermondsey) Management Co Ltd, who raised concerns about obstructive parking adjacent to the communal bin room on Monnow Road.
Location
Monnow Road is mainly unrestricted except for small sections on double yellow lines and school keep clear markings.
Investigation and conclusions
The bin room on Abbey Gardens Estate is to be refurbished and will be the main collection point for refuse from the estate. Refuse and recycling will be collected four times a week.
The new arrangement will require waste collection operatives to move large bins between the store and the refuse vehicle. Regulations limit operatives moving bins more than 10 metres for health and safety reasons.
There is a dropped kerb at this location to facilitate movement but on most occasions when the refuse vehicles visit, there are vehicles parked causing obstruction.
Recommendation
Based on our investigation and conclusions the council are recommending the introduction of single yellow line operating Monday to Friday, 8.30am – 6.30pm adjacent to the Abbey Gardens Estate communal bin room on Monnow Road.
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 November 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 single yellow lines
 - Existing double yellow lines
 - Existing single yellow lines
 - Existing Time restricted bay
 - Existing Loading only bay

Highways
Parking Design

Environment and Leisure
Floor 3, hub 2
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects


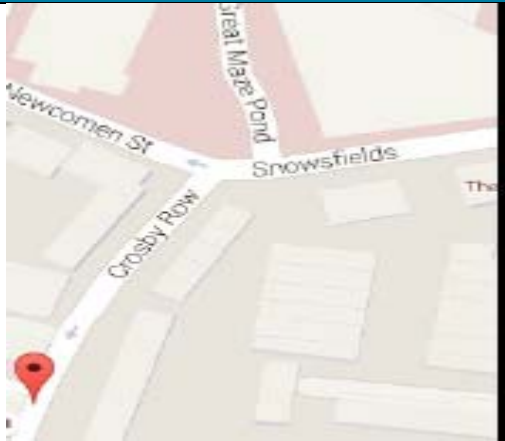


Project
1617 LOCAL PARKING AMENDMENTS

Drawing Title
MOONOW ROAD
PROPOSED SINGLE YELLOW LINE

Community Council BERMONDSEY AND ROTHERHITHE				
Ward(s) SOUTH BERMONDSEY				
Date 27/07/16	Scale 1:1000 @ A4	Drn MH	Chk PG	App PG
Dwg No. 1617Q2_007				Rev
Status DETAILED DESIGN				A

Rev	Date	Description	Drn	Chk	App

 Local traffic and parking amendment Determination of statutory objection(s)		Appendix 5
Reference	H/ND/TMO 1617-008	Location overview
Location	Snowsfields – between Crosby Row and Kipling Street	
Proposal	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.	
Community council meeting	Bermondsey and Rotherhithe	
	13 September 2016	
Ward(s) affected	Grange	

Background

The council is proposing to introduce an eastbound one-way system on Snowsfields for motor vehicles between Great Maze Pond and Kipling Street with a contraflow cycle lane. The Community Council on 17 September 2014 approved the changes, subject to statutory consultation. This report considers objections received to the statutory consultation undertaken.

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 east-bound has been part of the Council's strategy for this area for a long period of time and formed part of the approved Cancer Centre planning application (12-AP-2062).

Snowsfields acts as a 'rat run' for vehicles wanting to avoid congestion on Long Lane and making it eastbound for motor vehicle traffic only will eliminate this. With Snowsfields being made one-way eastbound it will act as a throttle and remove rat running traffic from the network of streets in this area.

The developer was granted planning permission on 31 January 2013 which allows a redevelopment of premises that include the erection of a 14 storey building for Cancer Treatment Centre. The planning consent included an obligation to complete the highways works fronting the development site. This included:

- Making Snowsfields one-way eastbound between Crosby Row and Kipling St
- Provision of a cycling contraflow along this stretch.
- Making the existing temporary zebra crossings on Crosby Row and Newcomen St permanent
- Provision of a new zebra crossing on Snowsfields (just east of its junction with Great Maze Pond)

The NHS trust entered into a legal agreement under s278 of the Highways Act 1980 with Southwark to enable it to undertake these highways works in 2014. These proposals were originally to be delivered in Summer 2015. Therefore this section of traffic order changes was brought forward to Community Council in September 2014. 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.

The Newcomen St zebra crossing 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).

This road also forms part of Cycle Quietway 14 scheme from Blackfriars Road to Tower Bridge Road (running between Nicholson Street and Tanner Street). This includes the closure of Newcomen Street to through traffic as

part of its proposals. This Quietway scheme is considered strategic as it spans a number of wards and therefore the decision on the traffic changes associated with this is taken by the Cabinet Member for Environment and Public Realm. Councillor Wingfield took the decision on the 15th June 2016 to implement the route subject to statutory processes. There was a subsequent call-in of the decision for scrutiny by ward members but this was resolved with the agreement of a number of commitments. None of the commitments relate to the length of highway that is the subject of this report, however the cycle Quietway, which is scheduled for implementation by March 2017, cannot be implemented in full without the necessary cycle contraflow on Snowsfields.

Since February 2013 Crosby Row has operated 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 Snowsfields 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. With the end of the construction work on the Cancer Centre, Crosby Row will return to its two-way operation as the temporary traffic order associated with the works will expire. This change is not part of the traffic order which was advertised, for which this report deals with objections received. However for Snowsfields to operate as one-way eastbound, Crosby Row does need to allow two-way traffic. Otherwise all traffic accessing the area west of Weston St will need to enter via Tennis St which is very narrow.

Statutory consultation and summary of objection(s)

Statutory consultation was carried out between 12 May 2016 and 2nd June 2016. The traffic order was advertised in the London Gazette and Southwark News and notices were erected on lamp columns on Snowsfields.

During this period, officers received 14 objections including one from Guys and St Thomas's Hospital Trust.

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:

1. 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.
2. 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.
3. Weight of traffic on Crosby Row will affect the Victorian water main and listed buildings in the area.
4. Access to and from the hospital needs more thought. Why not open up the northern access into St Thomas Street
5. Only one of the comments received expressed the opinion that making Snowsfields one way eastbound means Crosby Row could become a 'rat run' for traffic coming onto Long Lane from Borough High Street end wanting to get north towards London Bridge and Bermondsey Street.

Guys and St Thomas's Hospital Trust have subsequently withdrawn their objection to the traffic order.

The bulk of the objections only raised concerns about making Crosby Row two-way. As outlined above, the one-way of Crosby Row is only temporary and was put in place to facilitate construction traffic. The traffic order as advertised was for making of Snowsfields one-way east bound only. Crosby Row will need to take both northbound and southbound traffic to facilitate this but officers are expecting the change to two way traffic to occur independently, and in advance, of the Snowsfields works.

Members are being asked to determine the objections to the proposal to implement the one-way order on Snowsfields only.

Officers response to objection(s)

1. The Transport Statement that accompanied the planning application (12-AP-2062) identified making Snowfields 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. This is also an integral section of cycling Quietway 14.

Crosby Row is two-way working but currently temporarily operating as one-way. Snowfields 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 lapsed, 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 Snowfields, providing a compulsory ahead only via Crosby Row. Given the tight constraints of the highway network, particularly at Snowfield/Kipling and Weston/ Kipling it is not possible to manoeuvre vehicles around these junctions.

The removal of through westbound traffic will reduce traffic volumes overall within the neighbourhood.

2. Crosby Row is narrow in parts and has parking on each side of the street, in a 'chicane' style layout. Presently there is some parking particularly at the northern end of Crosby Row by disabled vehicles and the hospital shuttle buses. At the completion of the Cancer Centre works, 5 additional disabled bays will be provided within the hospital boundaries along with provision for 4 drop off spaces where private ambulances are expected to wait.

Officers will monitor the operation of Crosby Row once it is reopened to two way traffic.

3. Thames Water has completed their water main strengthening programme. It is highly unlikely that reintroducing two way traffic will create any additional loading on the highway itself.
4. Prior to the Cancer Centre development the access to the St Thomas St was closed, Crosby Row operated two-way and Snowfield operated two-way. The development of the hospital site is not introducing any additional servicing trip movements. As the building replaced two previous buildings it was determined at the planning stages that the development would not result in an increase in staff, patient or visitor numbers. An additional 5 disabled spaces have been provided within the demise of the Cancer Centre along with a pick up/drop off bay on the western side of Great Maze Pond for ambulances.
5. In the event of any unplanned incident on the network temporary changes would be put in place as necessary to ensure traffic could still access the hospital.

Recommendation and next steps

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

1. The 14 objections made against the proposal are recognised by the community council as not relating to the traffic order which was advertised (Making of Snowfields 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 14 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 Snowfields.

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 Crosby 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] 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

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 14**From:****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

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