

# Bermondsey and Rotherhithe Community Council

Wednesday 7 December 2016

7.00 pm

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

Theme – Cleaner, Greener, Safer 2017-18

At 6.30pm there will be a presentation to winners of the Bermondsey in Bloom competition

## Membership

Councillor Bill Williams (Chair)

Councillor Lucas Green (Vice-Chair)

Councillor Evelyn Akoto

Councillor Anood Al-Samerai

Councillor Stephanie Cryan

Councillor Catherine Dale

Councillor David Hubber

Councillor Ben Johnson

Councillor Sunny Lambe

Councillor Richard Livingstone

Councillor Hamish McCallum

Councillor Eliza Mann

Councillor Damian O'Brien

Councillor James Okosun

Councillor Leo Pollak

Councillor Michael Situ

Councillor Dan Whitehead

Councillor Kath Whittam

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## INFORMATION FOR MEMBERS OF THE PUBLIC

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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: 29 November 2016



# Bermondsey and Rotherhithe Community Council

Wednesday 7 December 2016

7.00 pm

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

## Order of Business

Item No.	Title	Page No.
1.	<b>INTRODUCTION AND WELCOME</b>	
2.	<b>APOLOGIES</b>	
3.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	<b>MINUTES</b>	1 - 9
	To confirm as a correct record the minutes of the meeting held on 13 September 2016.	
6.	<b>DEPUTATIONS / PETITIONS (IF ANY)</b>	
	Chair to advise on any received.	
7.	<b>CLEANER GREENER SAFER (CGS) 2017-18 WORKSHOPS</b>	
	Ward-based workshops on the cleaner, greener, safer (CGS) capital programme for 2017-18. The workshops will be member-led.	

Item No.	Title	Page No.
	<b>BREAK - OPPORTUNITY FOR RESIDENTS TO TALK TO COUNCILLORS AND OFFICERS</b>	
8.	<b>ROTHERHITHE PARKING STUDY</b>	10 - 74
	<p><b>Note:</b> This is an executive function for decision by the community council.</p> <p>Paul Gellard, Senior Highways Engineer, to present.</p> <p>Members to comment on the recommendations in the report.</p>	
9.	<b>LOCAL PARKING AMENDMENTS</b>	75 - 108
	<p><b>Note:</b> This is an executive function for decision by the community council.</p> <p>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.</p>	
10.	<b>COMMUNITY ANNOUNCEMENTS</b>	
	<ul style="list-style-type: none"> <li>- Canada Water masterplan</li> <li>- Sustrans Rotherhithe to Canary Wharf Bridge update</li> <li>- Any other community announcements</li> </ul>	
11.	<b>LOCAL POLICE UPDATE</b>	
	<p>Local police team to present and take questions.</p>	
12.	<b>PUBLIC QUESTION TIME</b>	
	<p>This is an opportunity for questions to be addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties. Responses may be supplied in writing following the meeting.</p>	
13.	<b>QUICK FEEDBACK FROM THE CGS WORKSHOPS</b>	
14.	<b>REALLOCATION OF NEIGHBOURHOODS FUND 2016-17</b>	109 - 112
	<p><b>Note:</b> This is an executive function for decision by the community council.</p> <p>Members to approve the reallocation of an underspend from a previously agreed project.</p>	

**15. 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 in 22 March 2017.

Date: 29 November 2016

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

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

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### **DEPUTATIONS**

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

**For a large print copy of this pack,  
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## Bermondsey and Rotherhithe Community Council

MINUTES of the Bermondsey and Rotherhithe Community Council held on Tuesday 13 September 2016 at 7.00 pm at The Oxford & Bermondsey Club, 3 Webb Street, London SE1 4RP

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**PRESENT:** Councillor Bill Williams (Chair)  
 Councillor Evelyn Akoto  
 Councillor Stephanie Cryan  
 Councillor Catherine Dale  
 Councillor David Hubber  
 Councillor Sunny Lambe  
 Councillor Richard Livingstone  
 Councillor Eliza Mann  
 Councillor Damian O'Brien  
 Councillor James Okosun  
 Councillor Leo Pollak  
 Councillor Michael Situ  
 Councillor Dan Whitehead  
 Councillor Kath Whittam

**OTHER MEMBERS PRESENT:** Councillor Maisie Anderson

**OFFICER SUPPORT:** Michelle Normanly, Senior Project Officer  
 Tom Buttrick, Team Leader in Planning Policy  
 Jess Leech, Community Engagement Manager  
 Suley Muhidin, Community Participation Officer  
 Kirsten Watters, Consultant in Public Health  
 Leah Coburn, Group Manager in Highways  
 Marian Farrugia, Community Council Development Officer  
 Tim Murtagh, Constitutional Officer

### 1. INTRODUCTION AND WELCOME

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

## 2. APOLOGIES

Apologies for absence were received from Councillors Lucas Green (Vice-Chair), Anood Al-Samerai, Ben Johnson and Hamish McCallum; and for lateness from Councillors Evelyn Akoto and Catherine Dale.

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

There were none.

## 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

Councillor Richard Livingstone declared a non-pecuniary interest in item 18, part 1.1, as he is a resident of Goodwin Close.

Councillor Catherine Dale declared a non-pecuniary interest in item 18, part 2.1, as she is an employee of Guys Hospital and involved with the cancer centre.

## 5. MINUTES

### RESOLVED:

That the minutes of the meeting held on 22 June 2016 be agreed as a correct record of that meeting.

## 6. DEPUTATIONS / PETITIONS (IF ANY)

There were none.

## 7. COMMUNITY ANNOUNCEMENTS

### **Cleaner, Greener, Safer (CGS) Capital Programme 2017-18 launch**

Michelle Normanly, senior project manager, explained that the CGS programme had been running for fourteen years. Applications for 2017-18 could now be submitted and the closing date for applications was 31 October 2016. Many of the projects previously submitted had been quite innovative and that was because residents had explained the type of projects that would work in their area. There was £492,382 available to spend in the community council area and it could be applied to new or ongoing projects and to fund all or part of the total cost. Michelle added that this year, at the 7 December 2016 meeting of the Bermondsey and Rotherhithe Community Council, the ideas submitted would be displayed. It was important with this extra layer of the process to get the applications in on time.

The chair reiterated that the change to the process would enable residents to have more say at the December meeting but in order to do that applications needed to be submitted by the deadline of 31 October 2016, to give officers the necessary time to do the follow up work. He asked councillors to actively engage with the community to look at projects appropriate for CGS funding.



Contact: [michelle.normanly@southwark.gov.uk](mailto:michelle.normanly@southwark.gov.uk) or Tel. 020 7525 0862.

### **Bermondsey Community Kitchen**

A representative from the Bermondsey Community Kitchen explained that it was a free training facility providing a level 1 and 2 professional cookery qualification. The free course was available to 16 – 24 year olds currently unemployed. The first cohort of 22 students had recently passed the qualification and so far 10 had secured jobs in restaurants at places like the Tate Modern and Novotel. Various other courses were available and being planned.

Contact: [info@bermondseycommunitykitchen.com](mailto:info@bermondseycommunitykitchen.com)

### **Old Kent Road Area Action Plan**

Tom Buttrick, Team Leader Planning Policy, explained that the Old Kent Road Area Action Plan was a draft planning document currently being consulted on. The consultation period would run until 4 November 2016. The draft document represented a plan for the area for the next twenty years. It looked at issues including new houses and the Bakerloo Line extension. Residents were encouraged to submit their comments.

### **Bermondsey in Bloom**

The chair announced that there was still time to vote tonight for this year's nominations, in the stalls area of the venue.

## **8. YOUTH SERVICES CONSULTATION QUESTIONNAIRE**

Jess Leech, community engagement manager, introduced two items: the youth services consultation and proposals for a new youth council.

### **Youth Services Consultation**

A document had been circulated. Residents were being asked what they thought the priorities should be for the kinds of activities that the council should invest in for young people going forward from 2017. The comments received would inform the youth and play strategy and services over the next few years.

### **Southwark Youth Council**

Suley Muhidin, community participation officer, explained that he led on youth engagement. Southwark Youth Council (SYC) was a formal structure for young people to get involved in the decision making process and the key issues that affected young people. It was an opportunity for young people to be representatives and ambassadors for young people. The SYC would likely mirror what existed in the council. There would be a cabinet and a wider council meeting group comprised of young people. Elections would take place in November / December 2016. The SYC would aim to be inclusive, purposeful and exciting.

## **9. FREE SWIM & GYM**

Councillor Maisie Anderson, cabinet member for public health, parks and leisure, introduced the item.

Why are we doing this?

- Remove cost as a barrier to physical activity
- Help tackle physical inactivity

- Improve the health of the borough.

What will the scheme achieve?

- Free access for all residents
- Target physical inactivity in the borough
- Free 7 day access for disabled residents
- Extra support with poorer health
- Help to better understand the health of the borough.

Piloting the scheme

- Pilot launched in May 2015
- Open to anyone aged 18 and under
- Open to over 60s who use the Silver programme for free
- "Exercise on referral" and 7 day a week access to disabled residents at The Castle was introduced in April 2016.

Total registrations (23 May to 31 August) = 30,590; total attendance during same period = 51,285.

Full Free Swim and Gym available for all residents since the end of July 2016

- At all Southwark Council leisure centres
- All day Friday
- Saturday and Sunday 2.00pm until close.
- Disabled residents can access all the centres for free 7 days a week.

How to register?

- Online at [www.everyoneactive.com/southwarkfreeswimandgym/](http://www.everyoneactive.com/southwarkfreeswimandgym/)
- Online at Southwark libraries

Pick up an application form at libraries and leisure centres.

## 10. YOUNG PEOPLE'S HEALTH

Kirsten Watters, consultant in public health, gave a presentation.

### Young and diverse borough

- 68,542 under 20 years old
- Over 50% of the young population are in the 1-9 year old age group
- 66% of the population under 20 are BME.

### High but falling levels of deprivation

- Southwark ranks 9<sup>th</sup> in London and 18<sup>th</sup> in England against the child poverty index
- 28% of children and young people in Southwark are living in poverty compared with 24% in London and 19% in England.

### Children and Young People's Health is improving

- Our children start reception with a good level of development
- Issues with low birth weight and infant mortality are falling
- Numbers of children immunised against infectious diseases increasing
- Compared to London and England fewer Southwark young people smoke or drink alcohol to harmful levels
- Significant decrease in teenage conceptions since 2000
- There has been an overall upward trend in education attainment from primary school

to GCSE level

- Children and young people attend school and go on to jobs, training and education.

### **Sex, drugs, mental health**

- High levels of sexually transmitted infections amongst under 25s – with chlamydia most common infection
- Southwark seems to have lower hospital admission rates due to substance misuse among young people aged 15 to 24, compared to London and England averages.
- In 2014, 37% of Year 10 boys and 28% of Year 10 girls said they had been offered cannabis
- 67% of pupils reported that, in general, they were satisfied with their life either quite a lot or a lot
- Southwark has higher numbers of young people with poor mental health compared to London and England but lower rates of self-harm.

### **Summary**

- Build on successes, in particular our achievements in school readiness and educational attainment but a number of challenges remain
- New Healthy Weight Strategy
- Working with Southwark Clinical Commissioning Group to improve the way Southwark delivers services and through Children and Young People Health Partnership for Lambeth and Southwark
- Looking at how Southwark delivers services to young people – risk and resilience
- Looking at mental health services and improving access to support
- Working with and supporting schools to be health promoting places.

Contact: [Kirsten.watters@southwark.gov.uk](mailto:Kirsten.watters@southwark.gov.uk)

## **11. CANADA WATER MASTERPLAN UPDATE**

Eleanor Wright, from British Land, explained that the masterplan was the proposal to redevelop Surrey Quays shopping centre, Surrey Quays leisure park and the Harmsworth Quays printworks. British Land (BL) had been working with the council and consulting with the local community since early 2014 on the proposals to redevelop and create a mixed use town centre.

The masterplan was the main item at the last community council in June 2016. There were workshops on the main themes raised by residents during the consultation earlier in the year - transport, height and density, and a mix of uses. Eleanor thanked all those who had taken part and said that feedback indicated around 90-95% had felt that their views had been represented. The feedback report would be available on the website.

Transport was a key local concern. A specific session had recently taken place looking at the transport process including who had responsibility for various parts and who does what. It involved key stakeholders - Southwark Council, local councillors, Transport for London and BL's transport consultants Arup. It looked at the thinking behind the strategic transport plans for the area.

There has also been a recent session on the planning and development process. The information from that is on the website - [www.canadawatermasterplan.com](http://www.canadawatermasterplan.com)

Contact: [Eleanor.Wright@britishland.com](mailto:Eleanor.Wright@britishland.com)

## 12. TOWER BRIDGE CLOSURE

Paul Monaghan, City of London and Dele Olaleye, Transport for London (TfL) gave an overview of the planned closure and what was being done to minimise the impact to transport users caused during the works. There would be two diversion routes – Borough High Street (northbound) and Southwark Bridge (southbound).

Several questions followed:

Q1 Re bus services to Rotherhithe and Surrey Quays, that were already very difficult and often delayed - Are there any measures being taken to try and remedy the problems relating to those bus routes. It would be terrible for passengers who live in the areas affected.

TfL – Unfortunately, I don't think there are particular measures put in place to improve those services. London buses do have contingency plans, depending on how bad the impact from the Tower Bridge closure is. That was a wait and see approach.

Q2 TfL bosses need to have a serious look at the major problems that exist for traffic along Tower Bridge Road, near Bricklayers Arms, and along Jamaica Road. There must be some simple things that can be done to improve the traffic flow there. Currently it is absolutely unacceptable. With the Tower Bridge closure the existing problems would get far worse.

Q3 Following discussions with Riverside ward councillors, TfL agreed to put yellow boxes on all three junctions on Jamaica Road to ease the traffic. Is there any possibility of opening up St Thomas Street, during busy times, to ease the traffic. Also, what provision has been made for the emergency vehicles as they sometimes get stuck in traffic jams which can put the community in danger.

TfL – Re St Thomas Street, TfL are working closely with Network Rail but it is their site at the moment. We understand that the St Thomas works are largely completed but there are no plans to open it up to traffic in the short term. Re emergency services, they have their own plans in place and do not use the bridges too often.

The chair asked for a written response from TfL on the questions above regarding the traffic jams on Jamaica Road and Tower Bridge. Specifically, what TfL can do to solve those issues, as some easy solutions need to be considered.

## 13. COMMUNITY SAFETY UPDATE

Sergeant Mark Rigby, from South Bermondsey ward / North East cluster, gave a summary of recent activities.

In response to questions about how would future ward boundary changes in the community council area affect local police operations, Sergeant Rigby said he would find out, via his Inspector, ahead of the next community council meeting.

#### 14. HIGHWAYS CAPITAL PROGRAMME 2016-17

**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:**

That the following proposals be approved for funding:

- Neckinger - £37,548
- Leroy Street - £26,850
- Clement Road - £46,740
- Sweeney Crescent - £24,875
- Scot Lidgett Crescent - £15,890
- Bermondsey West Wall - £22,576
- Seth Street - £8,700
- Neptune Street - £14,480
- Rotherhithe Street - £4,800

Councillors asked that the following two projects in Surrey Docks ward be costed up for consideration at a future meeting:

- Rope Street Footway
- Finland Street Footway.

#### 15. PUBLIC QUESTION TIME

The following public questions were raised at the meeting:

- Q1 A resident said that priority for questions, at community council meetings, should be given to residents over the councillors and that did not always happen. The chair accepted that and agreed that residents should be asked in the first instance before a topic was opened up to councillors.

#### 16. RENNIE ESTATE PARKING

**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:**

That the following local traffic and parking amendments be approved for implementation,

as detailed in the report, 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 to 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.

## 17. SOUTH SEA STREET EMERGENCY ACCESS

**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:**

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

1. Implementation of double yellow line waiting restrictions at the southern end of South Sea Street.
2. Implementation of a no-motor-vehicles zone at the southern end of South Sea Street, except for public service vehicles and emergency service vehicles.

## 18. 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:
  - Goodwin Close / Lucey Road / Yalding Road – to install new double yellow lines on entrances to estate parking areas and private car parks.
  - 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.

- Melior Place – To install at any time loading restriction to prevent parking and loading / unloading to maintain access to Nos.8 to 20 Snowfields at any time.
  - 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. That the following decisions, regarding objections received against traffic management orders, be deferred so that further consultation can take place:
- Snowfields – Convert Snowfields to one-way working (eastbound) with a cycling contraflow and to formalise the two zebra crossings at the western end of Snowfields and the northern end of Crosby Row.

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

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

Meeting ended at 9.45pm.

**CHAIR:**

**DATED:**

<b>Item No.</b> 8.	<b>Classification:</b> Open	<b>Date:</b> 7 December 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Rotherhithe Parking Study	
<b>Ward(s) or groups affected:</b>		Rotherhithe and Surrey Docks	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. It is recommended that Bermondsey and Rotherhithe Community Council comment upon the consultation findings and approve the following recommendations:
  - 1.1 Not to implement a parking zone in this area
  - 1.2 Install double yellow lines where it is unsafe to park subject to statutory consultation.
2. It is recommended that the objections received against a non-strategic traffic management order are considered and determined as follows:
  - 2.1 Rotherhithe Street – reject objections and proceed to install double yellow lines to provide unrestricted access to the entrances of No.135.
  - 2.2 Rotherhithe Street – reject objections and proceed to install double yellow lines to provide unrestricted access to the garages at Columbus Court and along Rotherhithe Street between Brunel Road and Clarence Mews.

## BACKGROUND INFORMATION

3. In accordance with Part 3H paragraph 19 and 21 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
4. In accordance with Part 3D paragraph 21 of the council's constitution the decision to implement a new or amended strategic transport scheme lies with the individual cabinet member for environment and public realm.
5. A decision on the two sets of objections outlined in paragraph 2 was deferred at community council on 22 June 2016 due to the upcoming parking zone consultation. The community council is empowered to consider such objections.

## KEY ISSUES FOR CONSIDERATION

6. The strategic parking project programme included a review of 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'.

7. Following approval of the programme but in advance of public consultation, a report was presented to Bermondsey and Rotherhithe Community Council on 22 June 2016. This report set out the proposed consultation methods and boundaries.
8. Full details of the consultation strategy, results, options and analysis can be found in the "Rotherhithe Parking Study Report" (Appendix 1) but the key issues are summarised in the following paragraphs.
9. Informal public consultation took place with all residents and businesses within the proposed Rotherhithe parking zone boundaries between 26 September and 21 October.
10. The informal public consultation yielded 181 returned questionnaires from within the consultation area, representing a 15% response rate.
11. Figure 1 details the overall response to the headline question.

Area	Response rate	Do you want a parking zone?		
		Yes	No	Undecided
Rotherhithe parking zone	<b>15%</b>	<b>33%</b>	<b>52%</b>	<b>15%</b>

**Figure 1**

### Conclusions

12. There was no widespread support to implement a parking zone.
13. The consensus was that there is no significant parking problem.
14. The review identified some locations within the zone where modifications are considered necessary to improve safety and parking practice in the area. Officers have reviewed existing parking restrictions within the zone and will consider comments made through the informal consultation.
15. The aim will be to implement double yellow lines where parking is unsafe.

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

### Community impact statement

17. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of

vulnerable groups and support economic development by improving the overall transport system and access to it.

18. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
19. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However, this cannot be entirely preempted until the recommendations have been implemented and observed.
20. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community group.
21. 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 refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

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

### **Legal implications**

23. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
24. Should recommendation 1.2 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.
25. 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.
26. 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.
27. 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.
28. 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; and
- e) any other matters appearing to the council to be relevant.

### Consultation

- 29. The community council was consulted prior to commencement of the study.
- 30. Informal public consultation was carried out in September and October 2016, as detailed above.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Highways 160 Tooley Street London SE1 2QH Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Paul Gellard 020 7525 7764

### APPENDICES

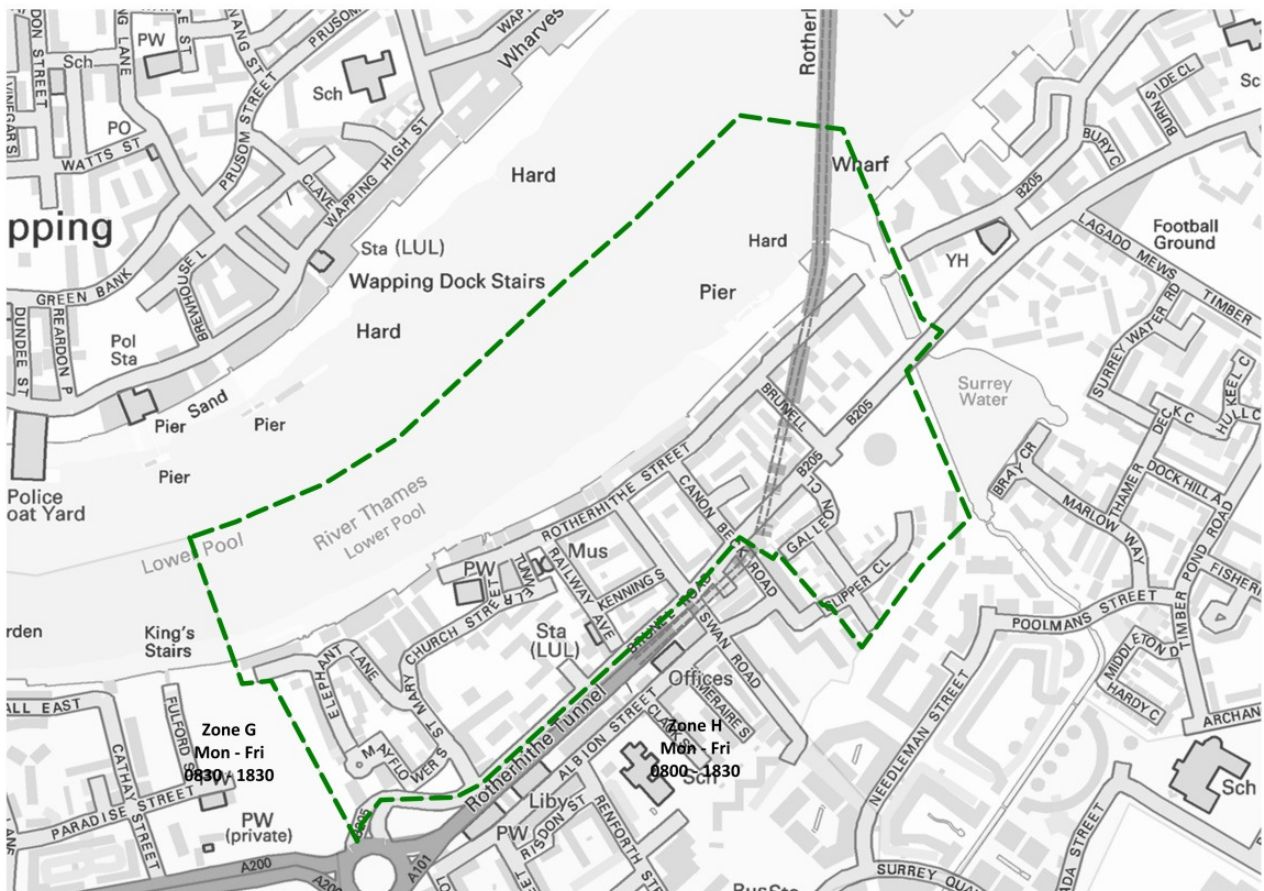
No.	Title
Appendix 1	Rotherhithe Parking Study Report and appendices A,B,C and D
Appendix 2	Objection Report – Rotherhithe Street opposite Columbus Court
Appendix 3	Objection Report – Rotherhithe Street outside no.135

## AUDIT TRAIL

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# Rotherhithe

## Parking study



In response to feedback from residents and parking stress surveys, the council consulted a network of streets in Rotherhithe to determine if a parking zone should be installed to reduce parking stress in the area

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# Executive summary

The main aim of this parking study is to determine the demand for a parking zone in the Rotherhithe area.

There is currently no parking zone in this area meaning that anyone may lawfully park their vehicle whether a resident, business, commuter or visitor. There are some existing double yellow line parking restrictions in the study area, these have been installed on an ad-hoc basis over the years for safety reasons.

## Summary of key consultation findings

A total of 1,198 consultations were sent out to 26 streets within the consultation area. We received a total of 181 valid responses representing a response rate of 15%.

A valid response is a response from a resident or business within the consultation boundary.

A street-by-street analysis shows that only two streets merit further consideration for the installation of a parking zone; Mayflower Street and Brunel Road. However, these streets do not form a logical area where a parking zone can be considered. Some safety improvements such as yellow lines around junctions could be considered throughout the study area.

The majority of respondents stated that they never have difficulty parking on their street but there was no clear majority when it comes to how difficult it is for their visitors to find a parking space.

15% of respondents were undecided on whether they would like a parking zone, 33% stated they would like a parking zone and 52% stated that they would not like a parking zone on their street.

It is clear that the majority of residents do not want a parking zone.

## Recommendations

Based on the results of the informal consultation, officers are making the following recommendations:

1. To not implement a parking zone in this area
2. To install double yellow lines where it is unsafe to park.

# Introduction

## Background

Competition for parking in Rotherhithe has increased over the last few years. There are several reasons that this may be the case. Streets in Rotherhithe are within walking distance from Rotherhithe and Canada Water stations so commuters are likely to use the area during the day. Parking displacement may have taken place following the expansion of parking zone 'H' earlier in 2016. In addition, waiting restrictions have been implemented in the area for safety purposes so this may contribute to higher levels of parking demand.

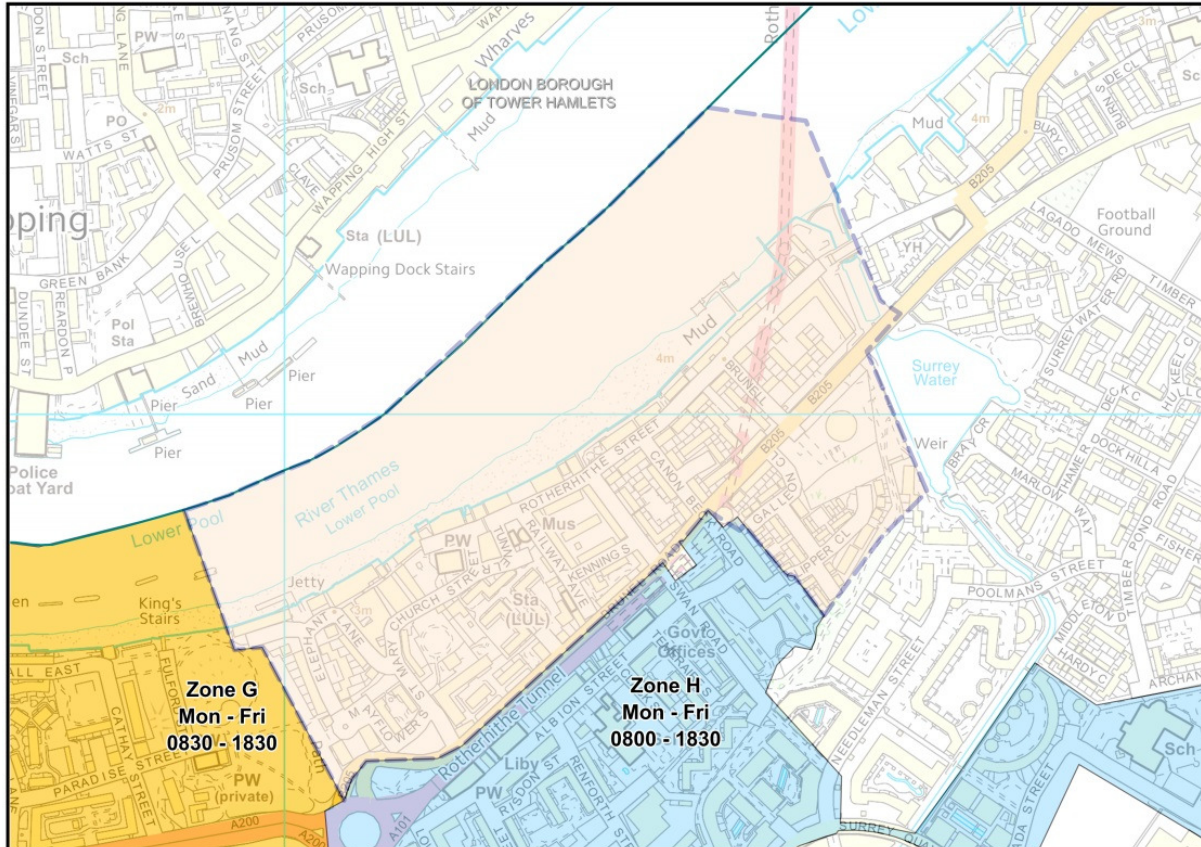
Based on parking stress surveys shown in Appendix A and regular requests from local residents, the decision was made to consult the area in between parking zones 'G' and 'H' to assess if a parking zone is appropriate in this area.

Following the discussion on the consultation methods at the Bermondsey and Rotherhithe Community Council meeting on 22 June 2016, the consultation methods were agreed. Informal consultation was carried out between Monday 26 September and Friday 21 October with all the residents within the study area.

A consultation pack - Appendix B was sent to all 1,198 properties in the area. It included a detailed map of the proposed parking zone, an information leaflet including background information on parking zones, advantages and disadvantages of living in a parking zone, details of an exhibition held during the consultation period and frequently asked questions.

This document also included the contact details of the officer leading the consultation.

### Map showing consultation area





# Timeline of events



# Headline consultation results

## Summary

15%

- Overall response rate
- 96% of respondents were residents
- 11 out of 26 roads received a response rate of over 10%

55%

- Of respondents state they never have problems parking on their road.

52%

- Of respondents do not want a parking zone

# Response rate

The consultation closed on Friday 21 October. Public access to the online consultation form was removed at midnight on this day. Paper consultations were accepted until the end of the following week to allow for any problems with the post.

Officers then sorted the data omitting any responses received from outside of the consultation area or duplicate responses from the same address.

**The table below shows a breakdown of consultation returns**

<b>Total consulted</b>	<b>1198</b>
<b>Responses received</b>	<b>221</b>
Duplicates	20
Out of area	20
<b>Total omitted</b>	<b>40</b>
<b>Valid responses</b>	<b>181</b>
<b>Response rate for Rotherhithe area</b>	<b>15%</b>

As the response rate was over 10%, the Council gives significant weighting to the consultation returns.

Many omitted responses were duplicates, one response was received from Eleanor Road and ten additional responses from Rotherhithe Street but these properties were outside of the consultation boundaries.

## Community Engagement

The council provided multiple ways in which to respond to the consultation; either online, by post or by email.

A public exhibition was held on Wednesday 5 October at Canada Water library during which residents could discuss the proposals with council officers and provide feedback. There was good attendance at this exhibition.

A tweet was published on Southwark Council's twitter page on 7 October and 21 October to advertise that a consultation was taking place.

Street notices were displayed in the consultation area throughout the consultation period detailing how residents could give their opinion.

Additional comments outlining any design changes or suggestions can be seen in Appendix C.

# Analysis of Responses

## Street by street - breakdown of results

This table shows that only 11 out of 26 roads had a response rate of over 10%. The majority of respondents never have difficulty parking and there is not a clear majority when it comes to their visitors. Only two roads merit further consideration but they do not form a logical boundary for their own parking zone.

Road status	Road Name	Count of road	Responses from road	Percentage response	What time of day do you have difficulty parking	What time of day does your visitor have difficulty parking	Do you want a parking zone?			Merits further consideration	
							Yes	No	Undecided		
Housing	ADAMS GARDENS ESTATE	102	2	2%	No clear majority	Monday - Friday, evening	0%	100%	0%	NA	
Public	BRUNEL ROAD	59	13	22%	Never	Monday - Friday, daytime	54%	31%	15%	Yes	
Public	CANON BECK ROAD	17	5	29%	Never	Never	0%	100%	0%	No	
Private	CLARENCE MEWS	84	14	17%	Never	Monday - Friday, daytime	36%	36%	29%	NA	
Public	CLIFTON PLACE	23	2	9%	Never	Monday - Friday, daytime	0%	0%	100%	No	
Private	CLIPPER CLOSE	6	0	0%	NA	NA	NA	NA	NA	NA	
Private	DOLPHIN CLOSE	2	0	0%	NA	NA	NA	NA	NA	NA	
Private	ELEANOR CLOSE	15	0	0%	NA	NA	NA	NA	NA	NA	
Public	ELEPHANT LANE	64	25	39%	Never	No clear majority	24%	60%	16%	No	
Private	GALLEON CLOSE	6	2	33%	Never	No clear majority	50%	50%	0%	NA	
Private	HOPE WHARF	23	5	22%	Never	Never	40%	60%	0%	NA	
Private	IRONSIDE CLOSE	6	0	0%	NA	NA	NA	NA	NA	NA	
Public	ISAMBARD PLACE	30	3	10%	Never	No clear majority	33%	0%	67%	No	
Public	KENNING STREET	28	0	0%	NA	NA	NA	NA	NA	No	
Public	KINBURN STREET	68	17	25%	Never	No clear majority	47%	47%	6%	No	
Public	KING STAIRS CLOSE	13	6	46%	Never	Never	0%	67%	33%	No	
Public	MAYFLOWER STREET	36	10	28%	Monday - Friday, daytime	Monday - Friday, daytime	70%	30%	0%	Yes	
Public	RAILWAY AVENUE	2	0	0%	NA	NA	NA	NA	NA	No	
Public	ROTHERHITHE STREET	281	50	18%	No clear majority	No clear majority	34%	52%	14%	No	
Public	RUPACK STREET	49	4	8%	Never	No clear majority	50%	50%	0%	No	
Private	SCHOONER CLOSE	3	0	0%	NA	NA	NA	NA	NA	NA	
Public	ST MARYCHURCH STREET	116	10	9%	Never	Never	20%	70%	10%	No	
Public	SWAN ROAD	151	12	8%	Never	No clear majority	8%	75%	17%	No	
Public	TUNNEL ROAD	1	1	100%	Monday - Friday, daytime	Monday - Friday, daytime	0%	100%	0%	No	
Private	WESTERN PLACE	3	0	0%	NA	NA	NA	NA	NA	NA	
Public	WINDROSE CLOSE	10	0	0%	NA	NA	NA	NA	NA	No	
<b>Totals</b>		<b>26</b>	<b>1198</b>	<b>181</b>	<b>15%</b>	<b>Never</b>	<b>No clear majority</b>	<b>33%</b>	<b>52%</b>	<b>15%</b>	<b>No</b>

# Analysis of Responses – By Question

## 1. Are you a resident or business?

96% of respondents were residents and 4% were businesses.

## 2. How many vehicles does your household regularly park on the street?

The table below shows that the majority of respondents park one vehicle on the street. There are also a significant amount of respondents who do not park on the street at all.

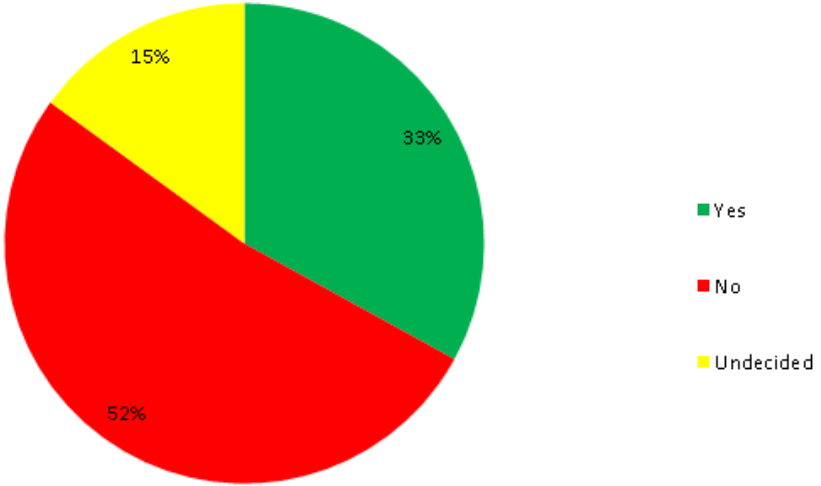
No. of vehicles	How many vehicles does your household regularly park on the street?
1	69
2 or more	20
None (don't own a vehicle)	30
None (park off-street)	60
Not Answered	2
<b>Grand Total</b>	<b>181</b>

## 3. What time of day do you or your visitors have difficulty parking?

The response to this question is shown in the street by street analysis table on page 07.

#### 4. Do you want a parking zone?

A diagram showing the overall outcome to the headline question “Do you want a parking zone?”

Do you want a parking zone? Overall response	Comments								
 <p>A pie chart illustrating the overall response to the question 'Do you want a parking zone?'. The chart is divided into three segments: a green segment representing 'Yes' at 33%, a red segment representing 'No' at 52%, and a yellow segment representing 'Undecided' at 15%. A legend to the right of the chart identifies the colors: green for 'Yes', red for 'No', and yellow for 'Undecided'.</p> <table border="1"><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>33%</td></tr><tr><td>No</td><td>52%</td></tr><tr><td>Undecided</td><td>15%</td></tr></tbody></table>	Response	Percentage	Yes	33%	No	52%	Undecided	15%	<p><b>Overall a majority of residents do not support a parking zone.</b></p> <p><b>Further analysis shows that only two streets support a parking zone, these are Mayflower Street and Brunel Road. However these are not geographically connected.</b></p> <p><b>Further analysis has been carried out where we have only looked at the responses from the streets that are public highway (i.e. ommiting all streets that are private or housing). This make no difference to the final result.</b></p> <p><b>The response by street is shown in the table on page 07.</b></p>
Response	Percentage								
Yes	33%								
No	52%								
Undecided	15%								

5. If you answered “No” or “Undecided” to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?

As there is a clear majority against a parking zone, no further analysis on this question is required in this report.

6. If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?

Road Name	There is not a parking problem	The cost of permits	Parking controls do not guarantee me a space outside my house	Too much additional street clutter (road markings and signs)	There is a parking problem, but a parking zone will not fix it	Other (please specify below)
ADAMS GARDENS ESTATE	1	2	2			
BRUNEL ROAD	4	2	3	1		
CANON BECK ROAD	3	3	2	2		1
CLARENCE MEWS	5	4	3	2	1	3
CLIFTON PLACE	1	1		1	1	1
ELEPHANT LANE	12	11	10	7	4	4
GALLEON CLOSE					1	1
HOPE WHARF	3	1	2	1		
ISAMBARD PLACE						1
KINBURN STREET	9	6	2	3		
KING STAIRS CLOSE	6	3	3	3	1	
MAYFLOWER STREET	2	2			1	
ROTHERHITHE STREET	13	18	21	4	10	10
RUPACK STREET	3	2	1			1
ST MARYCHURCH STREET	6	6	5	3		1
SWAN ROAD	5	8	8	3	1	4
TUNNEL ROAD		1	1	1	1	1
<b>Grand Total</b>	<b>73</b>	<b>70</b>	<b>63</b>	<b>31</b>	<b>21</b>	<b>28</b>

A high number of respondents state that they have answered no either because they do not believe there is a parking problem or that they think permits are too expensive. A considerable amount also said no because they would not have a dedicated space outside their own home.

A significant number of the additional reasons focus on parking zones deterring visitors, tradespersons and deliveries as well as the lack of parking provision and the cost of permits.

**7. If a parking zone was introduced, which of the following hours would you like the parking zone to operate?**

**As there is a clear majority against a parking zone, no further analysis on this question is required in this report.**

**8. If a parking zone was introduced, which of the following days would you like the parking zone to operate?**

**As there is a clear majority against a parking zone, no further analysis on this question is required in this report.**



## 9. Do you have any comments about the proposal or the consultation?

The table below shows a breakdown of the type of comments received in this section. A significant number of comments focused on the initial design and the amount of existing parking to be replaced by double yellow lines.

Count of Category	Categories									
Road	Cost	Commuter Problem	Initial Design	Money Making Scheme	Non-Categorised	No Parking Problem	Overspill	Parking Problem	Street Clutter	Grand Total
ADAMS GARDENS ESTATE	2									2
BRUNEL ROAD	1	3	4			1		2		11
CANON BECK ROAD	1		2			1				4
CLARENCE MEWS	1	1	3	1	2			2		10
CLIFTON PLACE			2							2
ELEPHANT LANE		1	10	2	1	3			1	18
GALLEON CLOSE			2							2
HOPE WHARF			2	1		1				4
ISAMBARD PLACE			2		1					3
KINBURN STREET	1	3	6	1	1	1		1		14
KING STAIRS CLOSE		1	2	1		1	1			6
MAYFLOWER STREET		3	2		3	1		1		10
ROTHERHITHE STREET	6	7	12	5	5			5		40
RUPACK STREET	1	1	1		1					4
ST MARYCHURCH STREET		1	4			1				6
SWAN ROAD	3	1	3	1	1	1			1	11
TUNNEL ROAD			1							1
<b>Grand Total</b>	<b>16</b>	<b>22</b>	<b>58</b>	<b>12</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>148</b>

The most common additional comment received in the consultation was about the initial design. This mainly consisted of complaints about the introduction of double yellow lines and the reduction of parking spaces. There were also several comments about the cost of permits and the belief that the implementation of a parking zone is a council money making scheme. Contrary to the final result of this consultation, a considerable amount of residents do believe there is a commuter problem.

## Communication received outside the informal consultation

As mentioned previously, 40 responses were omitted during the first stages of analysis. As shown in the table below, the majority of those outside of the area were also against the implementation of a parking zone.

Do you want a parking zone to be introduced in your street?	Response			
Road	No	Undecided	Yes	Grand Total
BRUNEL ROAD	1		1	2
ELEANOR CLOSE	1			1
ELEPHANT LANE			2	2
ISAMBARD PLACE			1	1
KINBURN STREET	4	1		5
KING STAIRS CLOSE	3			3
ROTHERHITHE STREET	10		3	13
ST MARYCHURCH STREET	1	2		3
SWAN ROAD	1			1
OTHER	6	1	2	9
<b>Grand Total</b>	<b>27</b>	<b>4</b>	<b>9</b>	<b>40</b>

68% of omitted responses were against the parking zone.

The most common additional comment received in the consultation was about the initial design i.e. concern about losing parking spaces and losing space for their business or visitors. There was also concern about the displacement of vehicles into other areas should a parking zone be implemented in Rotherhithe.

11 of the comments were received via email, telephone or exhibition and were responded to in detail.

# Conclusions and Recommendations

## Background on parking in the area

Rotherhithe is a residential district in south east London.

Rotherhithe is served by three stations Rotherhithe, Canada Water and Surrey Quays. Each station connects south east London with central London and have thus become more and more popular with commuters.

The residential streets in the study area are subject to increasing pressure on kerbside parking. This may be due to a combination of new developments, increasing business and resident population, as well as visitors and deliveries to the area on top of the ever increasing commuter parking. While there has been a substantial change to the demographics in the area, the available kerbside space has remained broadly the same.

The council over recent years has also introduced double yellow lines in certain areas of the study area where comments have been received about dangerous and obstructive parking, for example on road junctions and across dropped kerbs, this is an indication of parking problems in the area.

Taking all this into consideration, it is envisaged that parking demand is likely to only increase in the area in the future.

## Informal consultation

The findings from the informal consultation show that a majority of residents in the Rotherhithe area are against the implementation of parking zone. This is again emphasised by the majority of residents stating that they never have trouble parking on their road.

It is clear from comments made in the consultation responses as well as feedback received from residents at the exhibition that it is felt that the council has been excessive in the amount of double yellow lines proposed as part of the initial design.

Whilst there is support for a zone from a majority of residents in Brunel Road and Mayflower Street, it is noted that these are not geographically connected and that there is not a logical boundary for a new zone.

## Proposed parking zone layout

The default approach when allocating the kerbside space in a parking zone is to propose parking bays where it is safe to park and double yellow lines where it is unsafe.

Due to the nature of the carriageway in the area, i.e., narrow streets and a large amount of off-street parking (dropped kerbs), the council have no other choice than to propose double yellow lines. It is unfortunate that safe parking space is limited in the area and it is likely that parking demand exceeds available space.

## Parking stress surveys

Parking stress surveys were commissioned and carried out in January 2015. This was carried out on a weekday between the hours of 06:00-21.00.

It is noted from the parking stress survey data that the majority of streets did experience high (85% or greater) parking stress at some point during the day.

Brunel Road, Elephant Lane, Kenning Street and Swan Road demonstrated at some point during the day that parking was over saturation. This indicates that vehicles would have been parking illegally or dangerously, for example across a dropped kerb, double parked or on an existing double yellow line.

## Road safety

This parking study provides an opportunity for the council to address any dangerous parking issues. In the past the council has had to keep revisiting the area to introduce double yellow lines where there has been a complaint about dangerous or obstructive parking. It is not good practice and is certainly poor value for money to make these changes as and when they arise. We will therefore be proposing double yellow lines at all locations where parking is deemed unsafe, this will mainly be on road junctions and where a street is too narrow to accommodate parking.

## Recommendations

Having considered the findings of the informal consultation, as well as parking stress survey data, road safety concerns and best parking practice, the following recommendation are being made:

Recommendation	Rationale
1. To not implement a parking zone in this area.	Even though the parking stress survey data indicates that there is a parking problem in the area and experience tells us that parking demand is going increase in the future. The majority of residents in this area have stated that they do not have a parking problem and do not want a parking zone to be implemented.
2. To install double yellow lines where it is unsafe to park.  This includes road junctions, narrow streets and across dropped kerbs. Appendix D.	As shown in the parking stress survey, parking pressure in consistently increasing in this area. This leads to more inconsiderate and unsafe parking and thus the potential for more accidents.

# Parking Stress Assessment – London Borough of Southwark



Denmark Hill and  
Canada Water

## **Area 2 - Canada Water**

### 3 Area 2 – Canada Water

#### 3.1 Area characteristics

The Canada Water survey area (see Figure 6) is not as spatially concentrated as the Denmark Hill one. It can be visually divided into three smaller sections all of which are within close proximity to several parking trip generators that could contribute to a higher parking demand. These are the London Overground Rotherhithe station (to the north), the National Rail and London Underground Canada Water station (in the centre) and the National Rail Surrey Quays station (to the south). There is a number of shopping malls and other company building in the area that generally already provide parking facilities for the users.

On-street parking capacity for the area was calculated as 926 vehicles. Designated parking bays account for approximately 6% (marked bays with capacity for 59 vehicles) of the overall capacity.

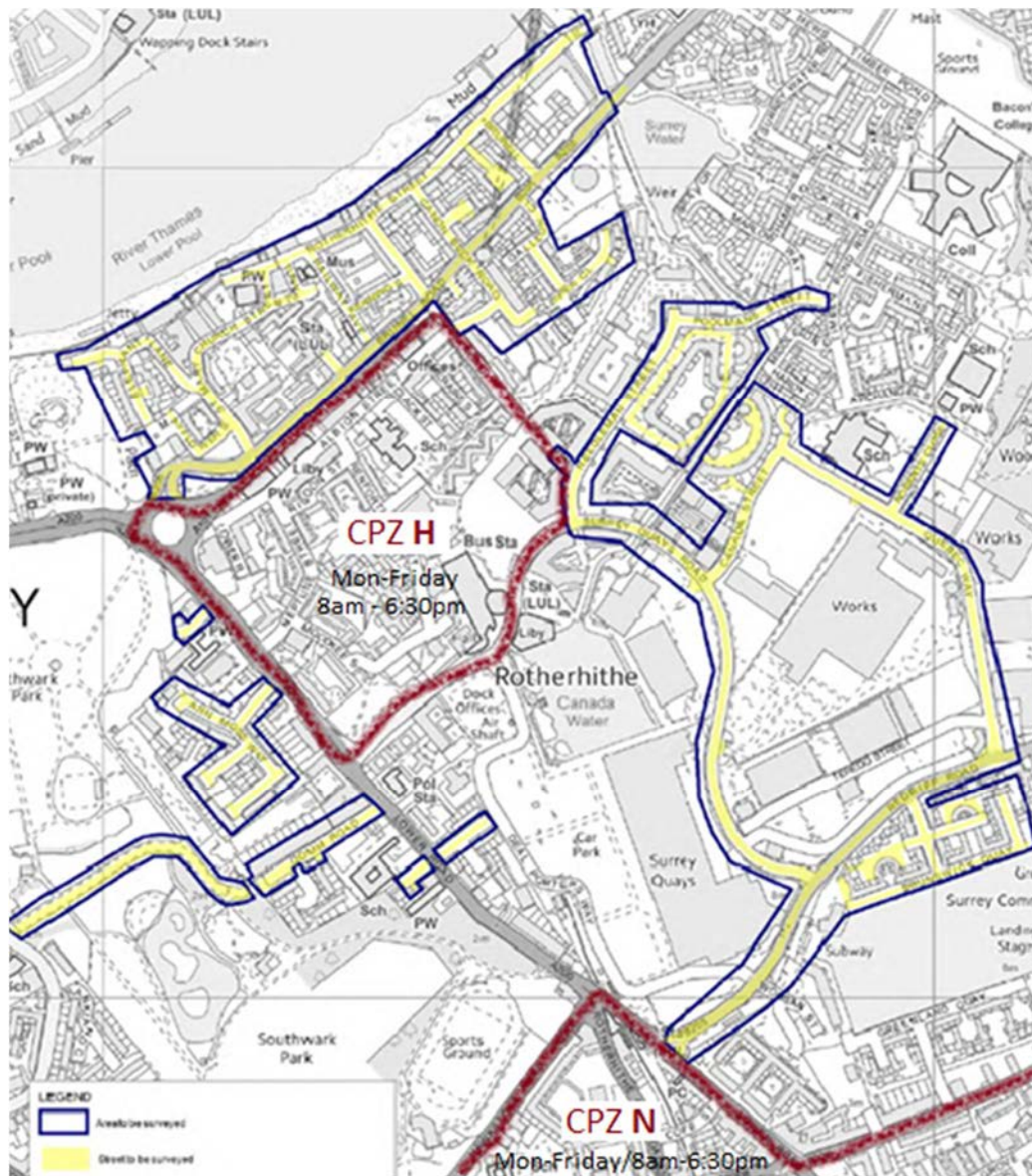


Figure 6: Geographic extents of the Canada Water survey area.

**3.2 Weekday results – Wednesday, 14<sup>th</sup> January 2015**

The average weekday parking occupancy for the area was 70%, ranging significantly from 1% to 280% (Table 12 and Figure 7). Over half of the streets were below medium stressed, with a limited number exceeding the on-street parking capacity. Namely, Canada Street, Elephant Lane, Hothfield Place and Kenning Street were stressed beyond capacity, with occupancy levels between 113% and 280%. Canon Beck Road and Quebec Way are both classified as very highly stressed with parking occupancy rates of 92% and 95%, respectively.

All these streets are in close vicinity of parking trip generators, such as the National Rail and London Overground stations and the existing CPZ's in the wider area. A high number of vehicles were found parked along existing parking restrictions (see Appendix). This provides an additional explanation for the very highly stressed and beyond capacity stressed streets. 11% (147 vehicles) of the surveyed vehicles were parked on double yellow lines and over 18% were violating existing restrictions. This issue is most evident for Canada Street, Elephant Lane and Quebec Way, where more than half of the surveyed vehicles were parked on double yellow lines.

As a general trend, the occupancy rates per street were higher for the period between 8am - 5pm and lower during the first survey beats of the weekday and after 6pm (Table 11). The overall demand for parking spaces per survey beat ranged from 440 to 621 vehicles (see Appendix). The greatest number of parked vehicles were observed between 9am – 4pm and the lowest before 7 am and after 6pm.

**Table 8: Parking type based on parking activity (Canada Water - weekday).**

PARKING TYPE	Vehicles
COMMUTER	207
LONG STAY	198
RESIDENT	401
SHORT STAY	532
Grand Total	1338

A total of 1338 vehicles were observed during the weekday survey period (Table 2). Approximately 40% of the overall occupancy was associated with short stay parking (532 vehicles). Resident parking was the second most common parking activity, accounting for 30% (401 vehicles) of all parked vehicles. Parking related to commuters and long stay parking accounted for 15% for each activity class.

As far as parking type per street is concerned (Table 12), 69% of the overall observed vehicles in the Canada Water area belonged to non-residents, whereas for the daytime survey beats (8am - 6pm), the average non-resident parking activity per street was 53%.

B205 Brunel Road, Hothfield Place, Orange Place, Quebec Way, Roberts Close and Needleman Street presented the highest percentages of parked vehicles belonging to non-residents throughout the survey period (Figure 8), ranging from 92-100%. Short stay parking activity was the highest for those streets, along with Catterick Road and B205 Redriff Road.



Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

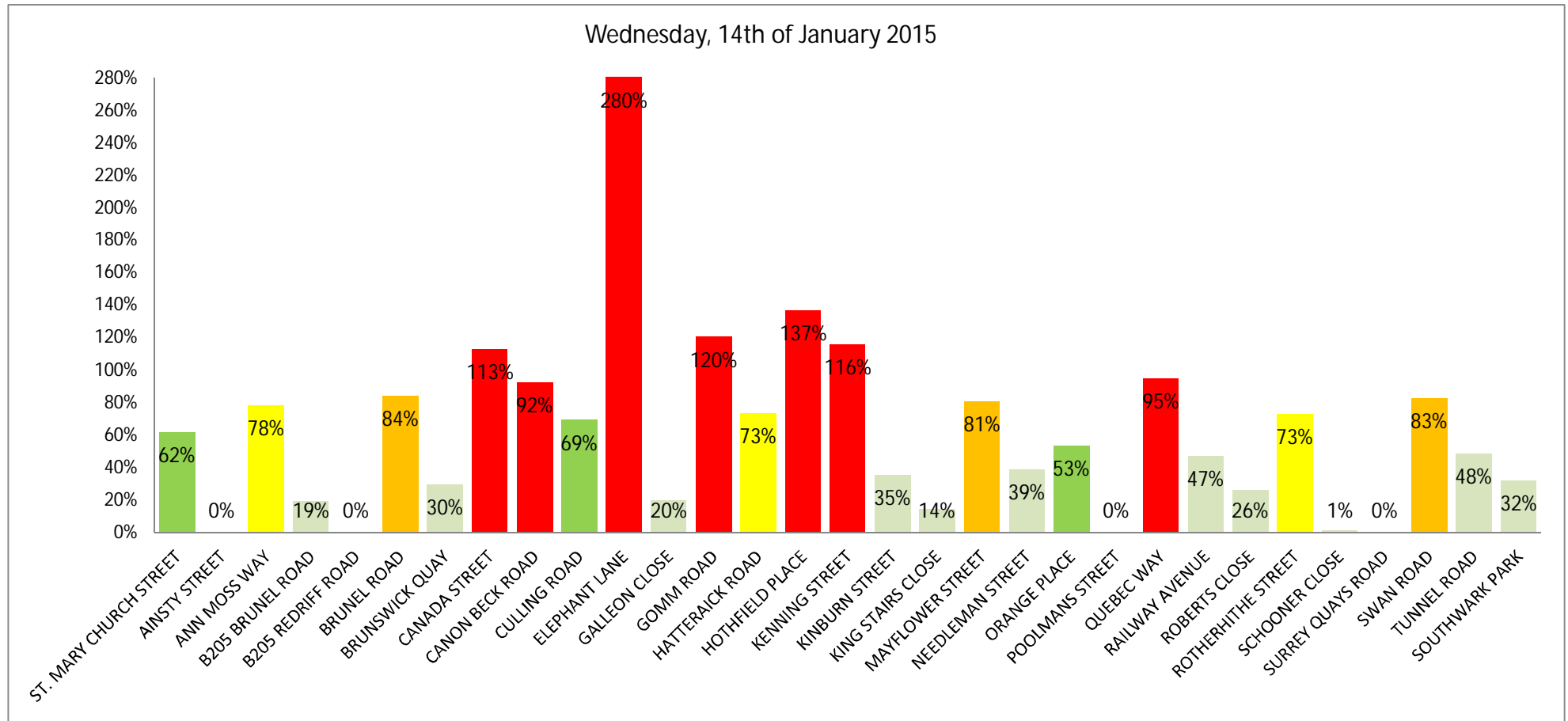


Figure 7: Average parking occupancy per street (Canada Water - weekday).

**Table 9: Average parking occupancy per beat per street (Canada Water - weekday).**

Wednesday, 14th January 2015																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	Average	Capacity (No. Of vehicles)
ST. MARY CHURCH STREET	44%	55%	60%	69%	69%	65%	65%	69%	62%	65%	56%	60%	60%	62%	64%	62%	55
AINSTY STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
ANN MOSS WAY	74%	77%	77%	83%	86%	83%	83%	83%	83%	91%	83%	63%	69%	66%	71%	78%	35
B205 BRUNEL ROAD	16%	16%	14%	14%	21%	21%	22%	22%	24%	24%	21%	21%	16%	17%	16%	19%	63
B205 REDRIFF ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
BRUNEL ROAD	58%	73%	73%	88%	92%	96%	96%	100%	100%	96%	96%	85%	77%	62%	65%	84%	26
BRUNSWICK QUAY	23%	25%	26%	28%	29%	28%	29%	29%	30%	32%	37%	36%	32%	32%	29%	30%	114
CANADA STREET	100%	108%	117%	129%	104%	121%	117%	104%	108%	133%	113%	129%	108%	104%	96%	113%	24
CANON BECK ROAD	95%	91%	95%	86%	93%	95%	93%	95%	86%	89%	93%	98%	98%	86%	89%	92%	44
CULLING ROAD	27%	82%	82%	91%	91%	91%	91%	100%	91%	100%	109%	45%	18%	9%	9%	69%	11
ELEPHANT LANE	257%	286%	286%	329%	300%	300%	271%	314%	314%	300%	286%	257%	229%	214%	257%	280%	7
GALLEON CLOSE	25%	19%	19%	19%	19%	19%	19%	19%	13%	19%	19%	19%	19%	25%	25%	20%	16
GOMM ROAD	118%	116%	111%	120%	125%	123%	127%	125%	120%	141%	125%	107%	114%	114%	120%	120%	44
HATTERAICK ROAD	100%	100%	100%	100%	100%	50%	0%	0%	50%	50%	50%	50%	100%	100%	150%	73%	2
HOTHFIELD PLACE	150%	183%	150%	133%	133%	133%	117%	117%	117%	100%	117%	133%	133%	133%	200%	137%	6
KENNING STREET	100%	100%	111%	111%	133%	122%	122%	122%	122%	122%	122%	111%	111%	111%	111%	116%	9
KINBURN STREET	30%	28%	28%	34%	36%	40%	34%	36%	40%	42%	36%	38%	38%	34%	34%	35%	53
KING STAIRS CLOSE	13%	13%	13%	25%	13%	13%	13%	25%	13%	13%	13%	13%	13%	13%	13%	14%	8
MAYFLOWER STREET	73%	69%	77%	92%	88%	73%	88%	85%	85%	88%	85%	92%	77%	69%	65%	81%	26
NEEDLEMAN STREET	20%	20%	20%	60%	40%	80%	40%	20%	40%	80%	40%	20%	20%	40%	40%	39%	5
ORANGE PLACE	56%	56%	56%	50%	44%	50%	50%	50%	69%	56%	56%	56%	50%	50%	50%	53%	16
POOLMANS STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
QUEBEC WAY	15%	79%	110%	138%	138%	131%	141%	131%	126%	133%	82%	79%	54%	36%	26%	95%	39
RAILWAY AVENUE	45%	45%	45%	50%	50%	50%	50%	55%	50%	50%	45%	45%	45%	36%	41%	47%	22
ROBERTS CLOSE	5%	5%	9%	27%	36%	41%	41%	45%	36%	45%	32%	23%	23%	14%	9%	26%	22
ROTHERHITHE STREET	66%	68%	70%	76%	77%	78%	78%	77%	75%	67%	69%	72%	72%	73%	73%	73%	88
SCHOONER CLOSE	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	16
SURREY QUAYS ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
SWAN ROAD	67%	67%	83%	83%	83%	90%	87%	87%	87%	87%	93%	80%	80%	83%	83%	83%	30
TUNNEL ROAD	55%	55%	55%	55%	45%	59%	55%	50%	45%	41%	45%	45%	36%	36%	45%	48%	22
SOUTHWARK PARK	16%	16%	30%	48%	61%	59%	58%	50%	45%	37%	30%	8%	8%	8%	8%	32%	123

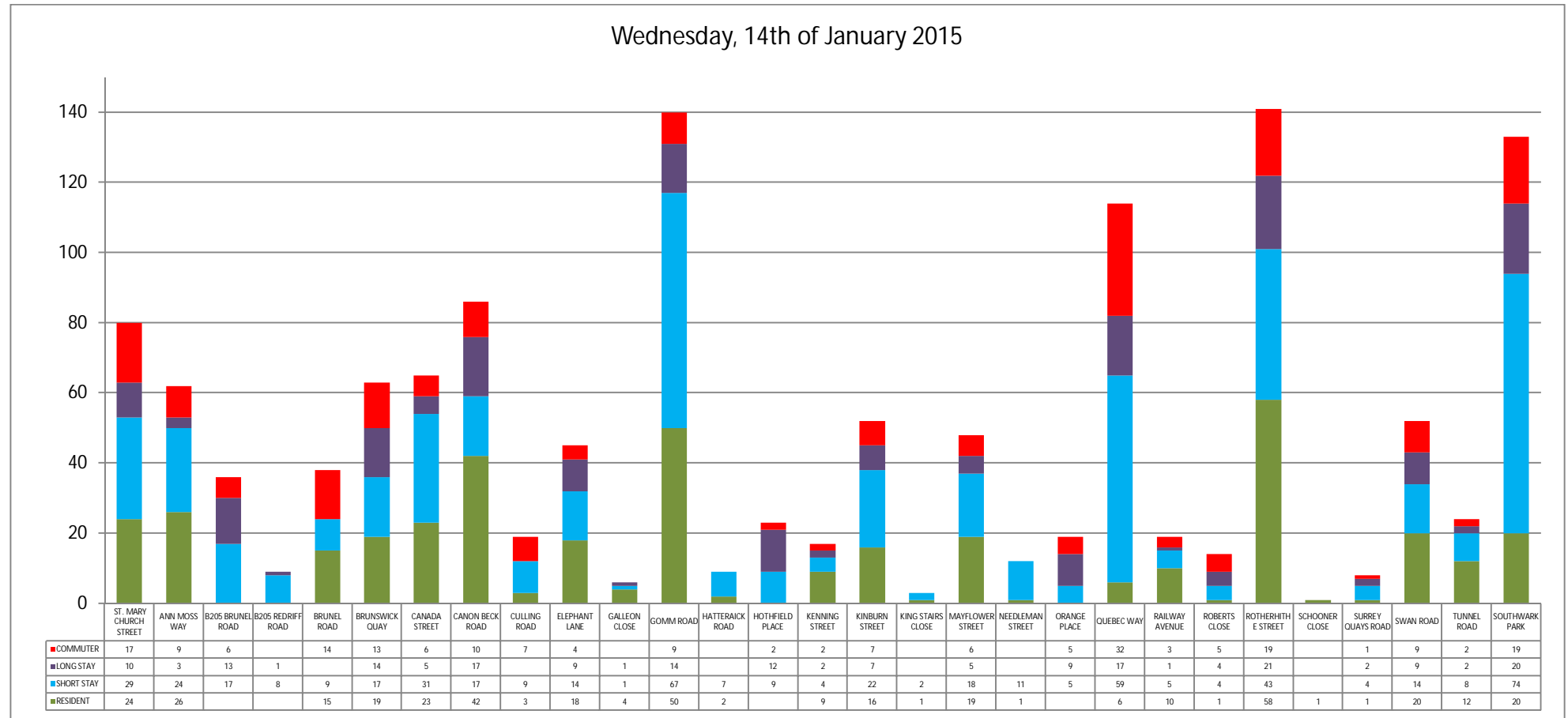


Figure 8: Parking by type of use (Canada Water - weekday).

**3.3 Weekend results – Saturday, 17<sup>th</sup> January 2015**

As expected, the weekend parking characteristics for the Canada Water area varied from the weekday ones. The average parking stress level was lower at 52% and, in general, vehicle occupancy was lower during the weekend than during the weekday survey (Figure 9 and Table 13).

The majority of streets showed a very low to low parking stress levels throughout the survey beats (Table 11). Elephant Lane, Hothfield Place, Catterick Road, Kenning Street, Canada Street and Canon Beck Road still showed the highest parking occupancy rates as during the week.

The fact that the above streets appeared stressed beyond capacity for several survey beats can be attributed to the same reasons as for the weekday survey. Indeed, a number of vehicles were observed parked along designated parking restrictions (see Appendix). Namely, 5% of the observed vehicles were parked on double yellow lines and a total of 13% were violating existing restrictions. This was prominent for Needleman Street and Quebec Way, where half of the surveyed vehicles were located within the double yellow line route.

The overall demand for parking spaces per beat ranged from 375 to 436 (see Appendix). The greatest number of parked vehicles was observed between 7am – 4pm. These numbers were lower during the afternoon and evening survey beats.

**Table 10: Parking type based on parking activity (Canada Water - weekend).**

PARKING TYPE	Vehicles
COMMUTER	83
LONG STAY	123
RESIDENT	399
SHORT STAY	502
Grand Total	1107

A total of 1107 vehicles were surveyed in the Canada Water area during Saturday, 17th January 2015 (Table 10). As with the weekday survey, short stay parking was the most common activity, equating to 45% (502 vehicles) of the overall occupancy, followed by parking associated with residents, which accounted for 36%. Long stay parking did not vary significantly between the weekday and weekend survey (11% - 123 vehicles). Finally, as expected on a weekend, the percentage of commuter vehicles over the sum of observed vehicles was almost half (8%) compared to that of the weekday survey.

The average ratio of non-resident vehicles over the total of observed vehicles (Table 13) did not vary significantly compared to the weekday survey (66%). Generally, the non-resident vehicle percentages per street appeared lower during the weekend, with Hothfield Place, Brunel Road and Quebec Way showing the greatest decrease in observed vehicles belonging to non-residents.

It is also worth mentioning that for A205 Brunel Road, Gomm Road and St. Mary Church Street, cars parked for a short period of time accounted for more than half of the overall number of observed vehicles (Figure 10).

Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

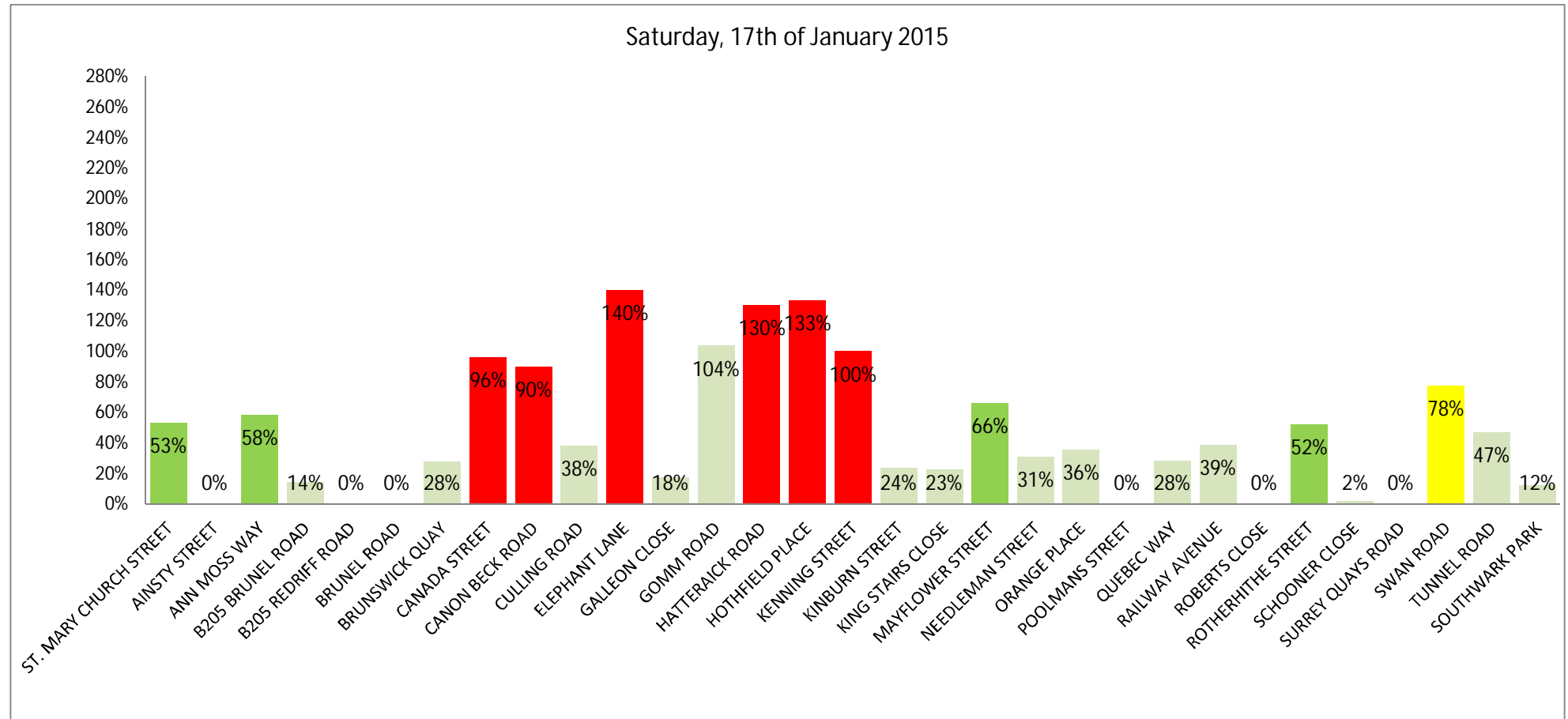


Figure 9: Average parking occupancy per street (Canada Water - weekend).

**Table 11: Average parking occupancy per beat per street (Canada Water - weekend).**

Average parking occupancy (%) - 17th January 2015, Saturday																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	Average	Capacity
ST. MARY CHURCH STREET	53%	56%	60%	60%	56%	53%	49%	56%	58%	49%	53%	51%	53%	49%	44%	53%	55
AINSTY STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
ANN MOSS WAY	54%	57%	54%	51%	66%	69%	66%	60%	51%	51%	54%	49%	57%	63%	71%	58%	35
B205 BRUNEL ROAD	14%	17%	16%	17%	13%	13%	14%	16%	16%	13%	10%	10%	14%	14%	16%	14%	63
B205 REDRIFF ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
BRUNEL ROAD	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26
BRUNSWICK QUAY	25%	30%	29%	28%	27%	26%	27%	27%	31%	31%	30%	26%	26%	25%	27%	28%	114
CANADA STREET	75%	88%	88%	96%	104%	96%	96%	108%	113%	100%	100%	100%	104%	92%	88%	96%	24
CANON BECK ROAD	100%	98%	98%	86%	82%	82%	80%	89%	84%	93%	98%	93%	91%	91%	86%	90%	44
CULLING ROAD	0%	27%	64%	100%	100%	100%	100%	82%	0%	0%	0%	0%	0%	0%	0%	38%	11
ELEPHANT LANE	171%	157%	171%	171%	157%	143%	114%	129%	129%	100%	143%	100%	143%	143%	129%	140%	7
GALLEON CLOSE	25%	25%	19%	19%	13%	13%	13%	13%	13%	13%	6%	19%	25%	25%	25%	18%	16
GOMM ROAD	109%	105%	109%	114%	130%	130%	105%	93%	98%	84%	91%	102%	105%	89%	93%	104%	44
HATTERAICK ROAD	100%	100%	100%	100%	100%	100%	50%	50%	100%	100%	50%	200%	250%	300%	250%	130%	2
HOTHFIELD PLACE	150%	150%	150%	117%	117%	100%	133%	133%	167%	167%	133%	83%	117%	150%	133%	133%	6
KENNING STREET	111%	111%	111%	100%	122%	111%	100%	100%	100%	111%	78%	100%	67%	89%	89%	100%	9
KINBURN STREET	28%	26%	28%	30%	28%	26%	23%	25%	23%	21%	19%	19%	21%	19%	21%	24%	53
KING STAIRS CLOSE	0%	25%	25%	25%	25%	13%	13%	13%	13%	13%	25%	38%	38%	38%	38%	23%	8
MAYFLOWER STREET	77%	69%	62%	77%	77%	65%	69%	62%	65%	65%	62%	54%	62%	62%	65%	66%	26
NEEDLEMAN STREET	20%	40%	20%	0%	20%	40%	60%	40%	40%	20%	40%	40%	40%	20%	20%	31%	5
ORANGE PLACE	19%	19%	25%	19%	13%	44%	38%	38%	63%	44%	44%	38%	44%	44%	50%	36%	16
POOLMANS STREET	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
QUEBEC WAY	23%	31%	33%	41%	38%	41%	44%	26%	26%	26%	23%	21%	15%	15%	18%	28%	39
RAILWAY AVENUE	41%	41%	41%	41%	36%	41%	36%	41%	36%	45%	41%	41%	32%	32%	36%	39%	22
ROBERTS CLOSE	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22
ROTHERHITHE STREET	52%	52%	53%	49%	49%	45%	44%	52%	56%	56%	55%	51%	56%	55%	52%	52%	88
SCHOONER CLOSE	6%	0%	0%	6%	0%	0%	0%	0%	0%	0%	6%	6%	6%	0%	0%	2%	16
SURREY QUAYS ROAD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
SWAN ROAD	80%	77%	77%	83%	80%	83%	73%	73%	90%	83%	73%	83%	67%	70%	70%	78%	30
TUNNEL ROAD	45%	45%	50%	45%	41%	36%	36%	45%	59%	55%	50%	41%	50%	50%	55%	47%	22
SOUTHWARK PARK	11%	11%	14%	13%	21%	15%	15%	15%	12%	16%	15%	7%	7%	7%	7%	12%	123

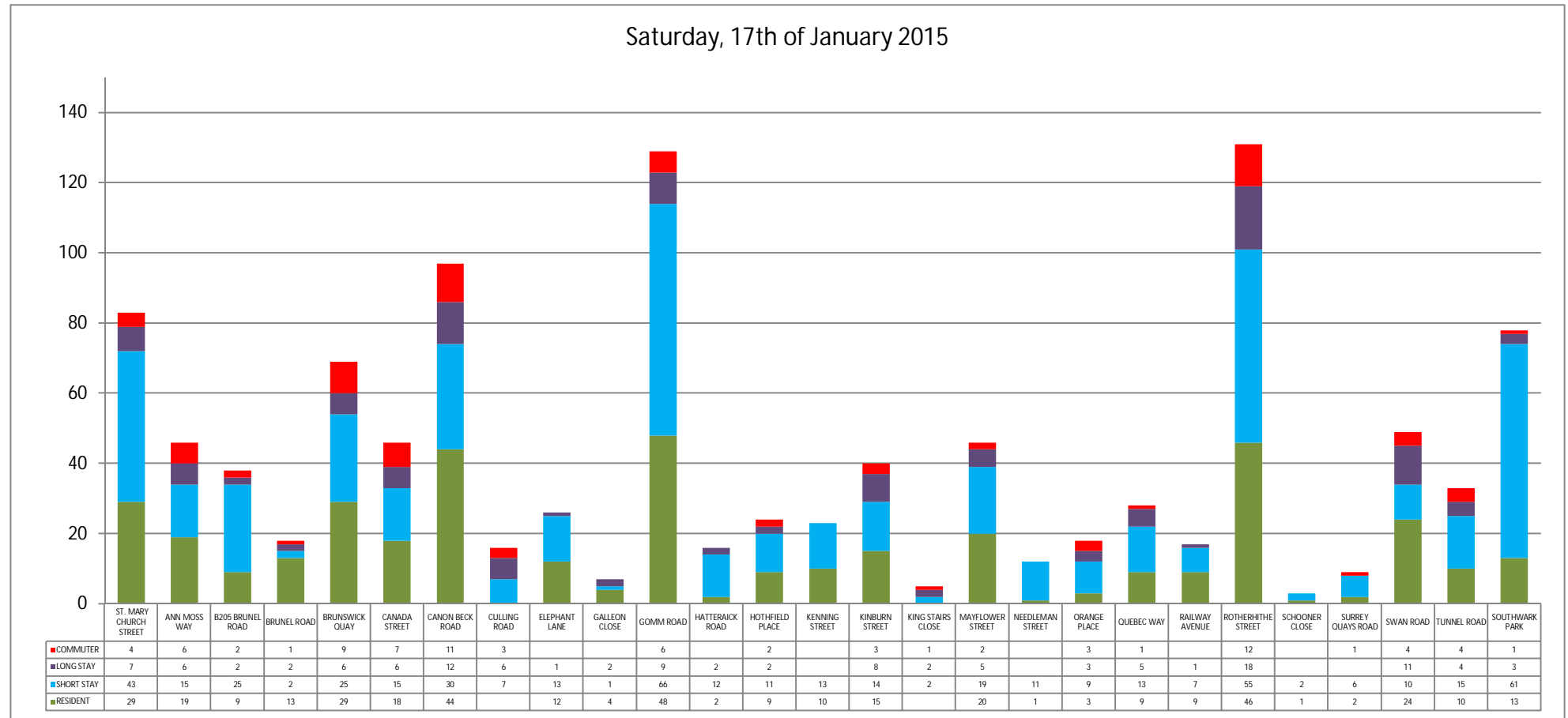


Figure 10: Parking by type of use (Canada Water - weekend).

### 3.4 Summary – Canada Water

Overall, both Denmark Hill and Canada Water presented the same parking characteristics regarding parking occupancy for the different survey days. The weekly parking stress level was 71% for both areas, followed by a decrease of approximately 20% for the Saturday survey period.

Over half of the surveyed streets were below medium stressed with a small number of roads, namely Canada Street, Elephant Lane, Hothfield Place, Kenning Street, Canon Beck Road and Quebec Way, that appeared very highly and beyond capacity stressed for several survey beats during both the weekday and weekend periods. The latter could be attributed to the adjacent parking trip generators, such as the existing Controlled Parking Zones and the National Rail and Overground stations within the area.

The survey also revealed that 18% and 13% of vehicles for the weekday and weekend survey, respectively, were found parked along existing parking restrictions. This issue was more prominent in the Canada Water area compared to Denmark Hill.

Undoubtedly, short stay parking was the most common activity for both the weekday and Saturday survey periods. Although the percentage of parking associated with residents was very high, less than one third of the observed cars belonged to residents regardless the survey day.



**Table 12: Street summary (Canada Water - weekday).**

Wednesday, 14 January 2015

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
ST. MARY CHURCH STREET	62%	69%	09:00	44%	06:00	70%	49%
AINSTY STREET	-	-		-		-	-
ANN MOSS WAY	78%	91%	15:00	63%	17:00	58%	34%
B205 BRUNEL ROAD	19%	24%	14:00	14%	08:00	100%	100%
B205 REDRIFF ROAD	-	-	17:00	-	07:00	100%	100%
BRUNEL ROAD	84%	100%	13:00	58%	06:00	61%	52%
BRUNSWICK QUAY	30%	37%	16:00	23%	06:00	70%	49%
CANADA STREET	113%	133%	15:00	96%	20:00	65%	32%
CANON BECK ROAD	92%	98%	17:00	86%	09:00	51%	34%
CULLING ROAD	69%	109%	16:00	9%	19:00	84%	79%
ELEPHANT LANE	280%	329%	09:00	214%	19:00	60%	39%
GALLEON CLOSE	20%	25%	06:00	13%	14:00	33%	10%
GOMM ROAD	120%	144%	15:00	107%	17:00	64%	34%
HATTERAICK ROAD	73%	150%	20:00	0%	12:00	78%	63%
HOTHFIELD PLACE	137%	200%	20:00	100%	15:00	100%	100%
KENNING STREET	116%	133%	10:00	100%	06:00	47%	21%
KINBURN STREET	35%	42%	15:00	28%	07:00	69%	45%
KING STAIRS CLOSE	14%	25%	09:00	13%	06:00	67%	10%
MAYFLOWER STREET	81%	92%	09:00	65%	20:00	60%	41%
NEEDLEMAN STREET	39%	80%	11:00	20%	06:00	92%	42%
ORANGE PLACE	53%	69%	14:00	44%	10:00	100%	100%
POOLMANS STREET	-	-		-		-	-
QUEBEC WAY	95%	141%	12:00	15%	06:00	95%	92%
RAILWAY AVENUE	47%	55%	13:00	36%	19:00	47%	29%
ROBERTS CLOSE	26%	45%	13:00	5%	06:00	93%	83%
ROTHERHITHE STREET	73%	78%	11:00	66%	06:00	59%	41%
SCHOONER CLOSE	1%	6%	06:00	0%	09:00	0%	0%
SURREY QUAYS ROAD	-	-	12:00	-	07:00	88%	100%
SWAN ROAD	83%	93%	16:00	67%	06:00	62%	42%
TUNNEL ROAD	48%	59%	11:00	36%	17:00	50%	32%
SOUTHWARK PARK	32%	61%	10:00	8%	17:00	66%	85%
ZONE AVERAGE	71%	92%	N/A	49%	N/A	69%	53%
ZONE MAX	280%	329%	N/A	214%	N/A	100%	100%
ZONE MIN	1%	6%	N/A	0%	N/A	0%	0%

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

**Table 13: Street summary (Canada Water - weekend).**

Wednesday, 14 January 2015

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
ST. MARY CHURCH STREET	53%	60%	08:00	44%	20:00	65%	31%
AINSTY STREET	-	-	-	-	-	-	-
ANN MOSS WAY	58%	71%	20:00	49%	17:00	59%	30%
B205 BRUNEL ROAD	14%	17%	07:00	10%	16:00	76%	45%
B205 REDRIFF ROAD	-	-	13:00	-	06:00	-	-
BRUNEL ROAD	0%	0%	-	0%	-	28%	12%
BRUNSWICK QUAY	28%	31%	14:00	25%	19:00	58%	32%
CANADA STREET	96%	113%	14:00	75%	06:00	61%	39%
CANON BECK ROAD	90%	100%	06:00	80%	12:00	55%	32%
CULLING ROAD	38%	100%	09:00	0%	06:00	100%	100%
ELEPHANT LANE	140%	171%	06:00	100%	15:00	54%	14%
GALLEON CLOSE	18%	25%	06:00	6%	16:00	43%	7%
GOMM ROAD	104%	130%	10:00	84%	19:00	63%	36%
CATTERICK ROAD	130%	300%	19:00	50%	12:00	88%	50%
HOTHFIELD PLACE	133%	167%	14:00	83%	17:00	63%	34%
KENNING STREET	100%	122%	10:00	67%	18:00	57%	14%
KINBURN STREET	24%	30%	09:00	19%	16:00	63%	46%
KING STAIRS CLOSE	23%	38%	17:00	0%	06:00	100%	100%
MAYFLOWER STREET	66%	77%	06:00	54%	17:00	57%	30%
NEEDLEMAN STREET	31%	60%	12:00	0%	09:00	92%	89%
ORANGE PLACE	36%	63%	14:00	13%	10:00	83%	52%
POOLMANS STREET	-	-	-	-	-	-	-
QUEBEC WAY	28%	44%	12:00	15%	19:00	68%	36%
RAILWAY AVENUE	39%	45%	15:00	32%	18:00	47%	9%
ROBERTS CLOSE	0%	0%	-	0%	-	65%	-
ROTHERHITHE STREET	52%	56%	14:00	44%	12:00	-	41%
SCHOONER CLOSE	2%	6%	06:00	0%	07:00	67%	100%
SURREY QUAYS ROAD	-	-	09:00	-	19:00	78%	72%
SWAN ROAD	78%	90%	14:00	67%	18:00	51%	29%
TUNNEL ROAD	47%	59%	14:00	36%	11:00	70%	50%
SOUTHWARK PARK	12%	21%	10:00	7%	18:00	83%	48%
ZONE AVERAGE	51%	71%	N/A	33%	N/A	66%	44%
ZONE MAX	140%	300%	N/A	100%	N/A	100%	100%
ZONE MIN	0%	0%	N/A	0%	N/A	28%	7%

Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

**Further information**

Further information about the project can be found online

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

**Telephone:** 020 7525 2131

**Email:** [parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk)

Postal responses should be sent to the following address:

**FREEPOST RSDT-BHXK-SCAJ**  
**Highways Division**  
**(Parking Design)**  
**Floor 3, Hub 1**  
**Southwark Council**  
**PO BOX 64529**  
**London, SE1P 5LX**

Please note that we are not able to respond to all comments individually

To arrange a translation of this leaflet please take it to:

لترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنوانين التاليين:

Para obtener una traducción de este folleto, llévelo a:

Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:

Đề có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:

Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :

এই প্রচারপুস্তিকাটির (লিফলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:

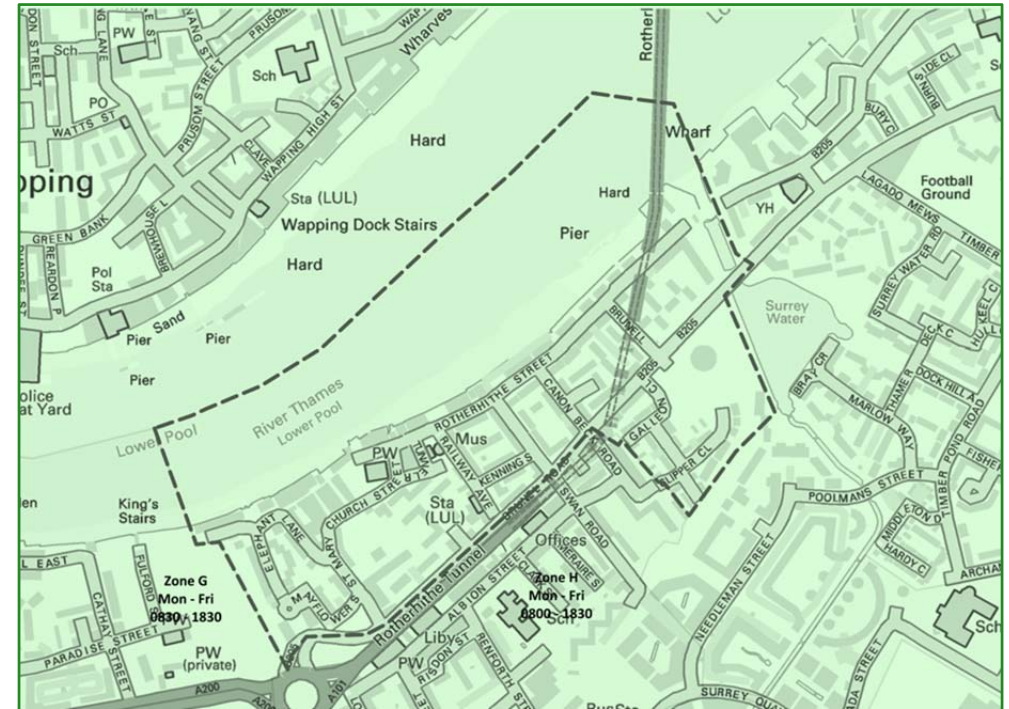
為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處：

Walworth	Peckham
376 Walworth Road SE16 2NG	122 Peckham Hill Street Ground Floor SE15 5JR

For a large print version of this document, please contact 020 7525 2131 or email:

[parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk)

The consultation closes on  
**21 October 2016**



# Rotherhithe

Parking consultation – September/October 2016

Have your say on parking in the Rotherhithe area



@lb\_southwark facebook.com/southwarkcouncil

## Why have I received this consultation pack?

Southwark Council has received substantial correspondence from residents in your area indicating that parking pressure has increased.

We have received correspondence from your area telling us that parking pressure in your area has increased. There are several reasons that this may be the case. Parking activity is likely to have increased following displacement from the recent extension to the nearby CPZ 'H'. Waiting restrictions have also been implemented in the area for safety reasons, indicating high levels of parking demand. Streets in the Rotherhithe area are within walking distance to Rotherhithe and Canada Water stations, with likely parking activity by commuters.

Taking into consideration the recent correspondence as well as the likelihood of overspill from nearby zones, the council has agreed to carry out a new consultation as part of a project to assess if a parking zone is appropriate for your area.

### Have your say on proposals to introduce new parking controls

**We are asking all local residents and businesses whether a parking zone should be introduced in your street and if so, during what times of the day.**

**Your views are important to us even if you do not own a vehicle or park in your street.**

To help you understand what is being proposed, this leaflet contains:

- Map showing the consultation area (front cover)
- How to have your say (page 2)
- What are the proposals? (pages 3 to 4)
- Southwark parking permits (pages 5 to 6)
- Frequently asked questions (FAQ) (pages 7 to 9)
- What happens after the consultation closes? (page 10)
- Further information (page 11)

### Inserts

- Questionnaire
- Parking bay feasibility drawing

## The story so far...

We have a thorough process which we follow when deciding whether to consult in an area about parking. The actions we undertook prior to sending this document to you are outlined below.

Action	Date
Area last consulted (no widespread support for a CPZ at this time)	2002
Requests, complaints or enquiries about parking pressure in an area that suggests a study is required	Early 2016
Consultation methods and boundary discussed with Bermondsey and Rotherhithe community council	June 2016
Informal consultation and public exhibition	Sep/Oct 2016

## What happens after the consultation closes?

We will analyse all the responses on a street by street basis and report the draft findings and recommendations to the community council, which you are welcome to attend.

The council's policies support the introduction of parking zones but only where there is local support to do so.

The final report and any final design will be approved by the Cabinet Member for Environment and Public Realm in early 2017.

Should a parking zone be approved, we will write to you to explain what happens next, but the stages are summarised below

Phase	Expected dates
Draft consultation findings and recommendations reported to community council	December 2016
Final report to Cabinet Member for Environment and Public Realm	Early 2017
Statutory traffic order consultation	Spring 2017
Delivery and implementation of parking zone (subject to consultation results)	Summer 2017

## Would shorter operating hours result in cheaper parking permits?

Shorter operating periods would not result in lower permit prices; although you might need fewer visitor permits per year which would save you money. The council takes the view that parking permits should be the same price in all zones within Southwark because the service that we provide (prioritising parking to certain groups) remains the same, irrespective of any operational details.

## What if I am a disabled blue badge holder or have a disabled bay?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays and dedicated blue badge bays. They can also park on yellow lines for a maximum of three hours. Should a new parking zone be introduced, all existing disabled parking spaces will remain.

If you don't have a blue badge bay outside your home you are entitled to a 75% discount on a resident's parking permit.



## Does Southwark set up parking zones in order to make money?



No. Parking zones are introduced as a tool to manage the finite supply of parking space on our road network.

We need to charge for parking permits to cover the operational costs of the zone. We maintain a ring-fenced parking account and publish full details of income and expenditure annually.

By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements, school crossing patrols, public realm improvements and safer car parks.

During our consultation residents often ask why their council tax doesn't cover the cost of parking permits. Council tax and vehicle excise duty help pay for services that are available to the entire population such as education, social services and road maintenance. Controlled parking schemes only affect a local area and are expensive to set up and run.

## Parking stress in the area

Parking stress surveys show medium to very high stress levels in the area.

The full report showing the results of the weekday and weekend parking surveys can be found on our website and will be available to view at the exhibitions.

## Have your say...

### online



Complete the questionnaire at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

### by post



Put your completed questionnaire in an envelope and return it to us via our FREEPOST address (no stamp required).

### at an exhibition

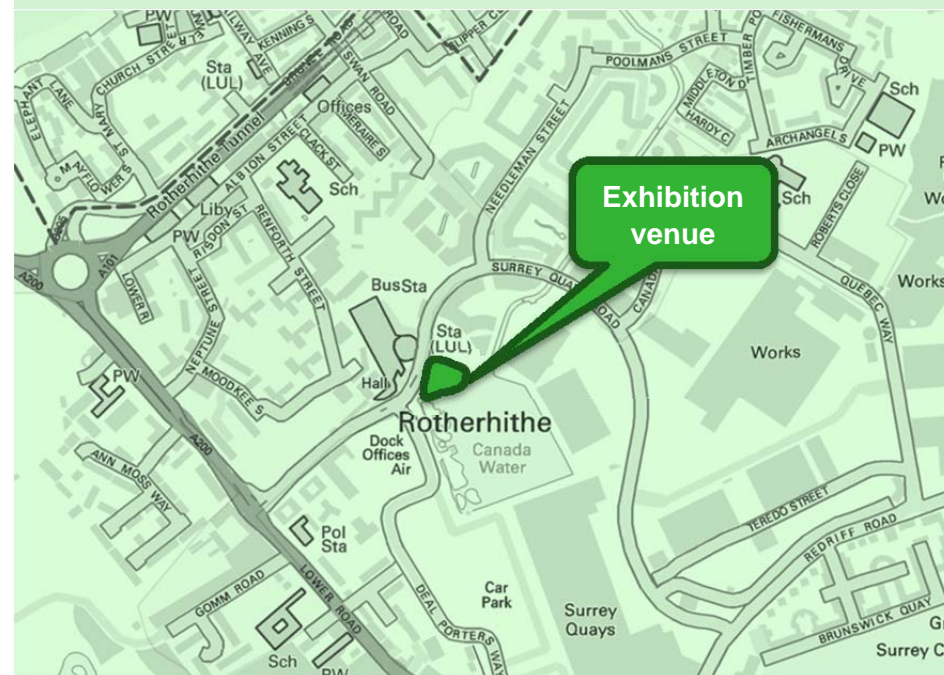


Come along and talk to officers at our drop-in session

## CANADA WATER LIBRARY

Rooms 5 & 6

Wednesday 5 October 2016, between 4.30pm and 7.30pm



The consultation closes on

21 October 2016

## What are the proposals?

Primarily we want to know if you support the principle of a parking zone in your street and, if so, when it should operate (times of day and days of the week).

Read about the advantages and disadvantages of a zone in the FAQ

### Parking layout

To help you understand what a parking zone might look like we have enclosed a feasibility drawing that shows *where* parking bays could safely be provided. We have also suggested what *type* of bay they could be and who could use them (e.g. resident, loading, blue badge holders or paid for parking places). We welcome your comments on this allocation of kerb space.

The consultation area is **not** a proposed parking zone boundary. We will analyse all feedback on a street by street basis and, if support is identified, this may result in recommendations being made for a zone extension or new zone(s) covering a smaller area than covered by this consultation.

The drawing is also available online [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

### Double yellow lines at junctions

We are committed to improving safety on our roads.

Vehicles that park at junctions reduce the visibility for all road users and increase the risk of a collision.



It has been identified that vehicles regularly park too close to some junctions in this area. We will be recommending that 7.5 metres of double yellow lines are installed on all junctions in the consultation area, irrespective of the outcome of the parking zone consultation. Double yellow lines will also be proposed at locations where parking is deemed unsafe.

#### Rule 243 of The Highway Code says:

“DO NOT stop or park:

- anywhere you would prevent access for Emergency Services;
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;
- in front of an entrance to a property;
- on a bend”.

## What if we don't have a parking problem in our street?

Tell us! We want everyone to respond to this consultation with their views because you know the area best. We will carefully analyse the results on a street-by-street basis and make recommendations accordingly.

It is important to consider that the introduction of parking controls in one street often results in displacement of parking into adjacent streets, as commuters and other motorists may move their cars somewhere else.

Consequently, we also ask those who are not in favour at the moment if they would change their mind if the adjacent street to them became part of a zone.

## What days and hours would the parking zone operate?

This is an aspect of this consultation. The questionnaire asks what time you think controls should operate. The outcome of the consultation and results of the parking stress survey will help us make a final decision.

## What is the difference between an all day and a part day zone?

### All day parking zone (e.g. 8.30am to 6.30pm)

All day controls are successfully used in areas that have a high demand for parking throughout the course of the day and with pressure from a variety of sources. This includes streets that are close to town centres, leisure attractions and public transport hubs etc.



These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking. Of course, longer hours of operation also mean that residents and visitors who want to park on-street will need a permit or to pay for parking more frequently.

### Part day parking zone (e.g. 12 noon to 2pm)

Part day controls are most successful in areas that have a sudden surge on demand for parking once a day, such as streets that are close to a commuter rail station. An example of this is the Herne Hill (HH) parking zone.



Outside of operational hours (i.e. most of the day) then parking is free and unrestricted. This can offer greater flexibility to residents and their visitors but it is also likely to result in higher pressure upon parking and with fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

## Frequently asked questions

### Will I have to buy a parking permit if my street becomes a parking zone?

Yes. As a resident or business in the area you will need to purchase either a resident or business permit to park during zone hours. Outside of zone hours you will not need a permit. Our permits are now 'virtual'.

### What if I do not have a vehicle?

You **do not** need to purchase a resident or business permit.

If you have a visitor who wishes to park within a parking zone they will need a visitors permit for their entire stay, during the hours of the zone's operation. These must be purchased in advance.

### If a parking zone is introduced, can everyone in the area buy a permit?

Restrictions on parking permits apply to some new developments where a planning condition exists. Please check with the planning department for any restrictions on parking before submitting a permit application.



### I live on an estate; how does this affect me?

The St Mary's, Adams Gardens and Swan Road estates have their own parking regulations which will remain independent from a parking zone and would not be altered as a result of this consultation. Views of the residents on the St Mary's, Adam Gardens and Swan Road estates still count in this consultation and residents would be entitled to buy an on-street permit.

### What are virtual parking permits?

You apply for your permit online and it is issued to your vehicle immediately. They replace paper permits that had to be posted to you and then displayed in your windscreen.

### How many permits would I be entitled to?

There is a limit of one resident permit per person to a maximum of three per household.

## What is a parking zone?

Parking zones are used internationally as an effective way of prioritising kerb space in favour of certain types of road user or activity (e.g. residents or vehicles that are loading).

Locations that are safe to park are identified by marked bays. All other areas are restricted and are not available for parking; these are usually indicated by yellow lines.

During the operational times of a zone, parking bays can only be used by specific types of user (e.g. resident permit holders). Signs will clearly indicate who is permitted to park.

The use of a permit system means that priority can be given to resident parking, but others (e.g. commuters) can be excluded. This should help ease the pressure on street parking.

The council has the power to issue a penalty charge notice (a 'parking ticket') to motorists who don't follow the parking signs.

## What are the advantages and disadvantages of a parking zone?



### Advantages

- Prioritises space for local residents, businesses and their visitors.
- Prevents commuter parking
- Improves access for vehicles – especially emergency service and refuse vehicles
- Improves highway safety and reduces inconsiderate parking
- Enables 'permit-free' planning conditions to be placed upon future developments
- Reduces the dominance of parked cars on a street, enabling other use of that space



### Disadvantages

- There are cost implications associated with the operation of a parking zone
- Displacement effect to nearby uncontrolled roads
- Those wanting to park must pay for a parking permit
- Street clutter (signs and lines)

## What permits would I be entitled to?

The table below shows the costs for different types of permit issued by Southwark Council. These costs are the same for each zone within the borough.

Resident permit costs			
1 month	3 months	6 months	12 months
£15.74	£36.58	£67.83	£125
<p><b>Blue badge holders</b> may purchase a 12 month resident permit at a discounted cost of £31.25  <b>Motorcycle or moped</b> permits may be purchased for a 12 month period discounted to £31.25  <b>Hybrid and Electric vehicles</b> can have a 12 month permit discounted to £31.25  <i>Discounts only apply to the annual permit</i></p>			
Business permit costs			
3 months	6 months	12 months	
£176	£352	£577.50	
Virtual visitor permits			
1x one hour stay	£1.50		
1x five hour stay	£2.50		
1x one day stay	£5		
10x one hour stay	£10		
10x five hour stay	£20		
10 x 1 day stay (1 <sup>st</sup> purchase during year)	£25		
10 x 1 day stay (2 <sup>nd</sup> & subsequent purchases)	£45		
<i>50% discount for blue badge holders</i>			
Home care workers	Professional health workers		
12 months	12 months		
£125	£125		
On-street pay parking			
£2.50 / hour (pay by phone)			

*Permit costs correct at time of publication*

For further information regarding parking permits in Southwark, please visit our website [www.southwark.gov.uk/parkingpermits](http://www.southwark.gov.uk/parkingpermits)

## Resident permits

If you live within the parking zone and your vehicle is registered to that address, you will be entitled to buy a resident parking permit.

Exceptions may apply if your property is a recent development and has a planning condition that limits parking permits.

The permit *does not* entitle you to park in a different parking zone.

## Business permits

Businesses operating from an address within Southwark's parking zones may buy permits for vehicles that are essential to their business. They are not available if the vehicle is just used for commuting purposes.

## Visitor permits

Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy visitor permits even if you don't have a resident permit or a car.

Visitors will need a visitor permit to park in a residents' bay. If you do not want to buy visitor permits they will need to:

- park on your driveway or land;
- park in a pay by phone space; or
- visit outside of the operating times of the zone when parking is free.

## Home care workers' permits

The home care workers' permit enables care staff working for approved home care organisations to park whilst visiting their clients.

The permits are issued to the organisation not to individuals within the organisation. It is the responsibility of the organisation to make the permit available to its home care workers. The permits can be transferred between the organisation's home care workers and their vehicles. Each organisation can hold up to five permits.

## Professional health workers' permits

Professional health workers' permits are used by medical and health professionals when making home visits to patients.

The permit cannot be used by medical professionals as a convenient method of parking near their place of work.



## Have your say about parking

We would like to hear your views on the proposal to introduce parking controls to your area. Please read the background document and consider the feasibility drawing before completing the questionnaire online or by returning it to us via the freepost address, by 21 October 2016.

The quickest way to respond is online at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

Postal responses should be sent to the following address:

**FREEPOST RSCT-BHXK-SCA, Highways Division (Parking Design), Floor 3, Hub 2,  
Southwark Council, PO BOX 64529, London, SE1P 5LX**

### SECTION A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details.

1. Are you a resident or business?  Resident  Business

<b>Name</b> (required)	
<b>House / flat number and street name</b> (required)	
<b>Postcode</b> (required)	
<b>Email</b> (optional)	

### SECTION B – Your parking experience

2. How many vehicles does your household regularly park on the street?

None (don't own a vehicle)  None (park off-street)  1  2 or more

3. What time of day do you or your visitors have difficulty parking?

Never	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, daytime	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, evening	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Saturday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Sunday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor

### SECTION C – The proposals and your views

4. Do you want a parking zone to be introduced in your street?

*This is the key question that helps decide whether or not parking controls are introduced*

Yes  No  Undecided

5. If you answered "No" or "Undecided" to question 4, would you change your mind if a parking zone was to be proposed in only part of the study area?

(i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)

Yes  No  Undecided

*Parking controls can cause displacement. A parking zone in a street next to yours is likely to increase demand for a space in your street.*



# ROTHERHITHE

## PROPOSED CONTROLLED PARKING ZONE AREA

### LEGEND

Parking places and who can park where

Type of parking bay	Map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay			✓	✓	✓	✗	✗
Permit and paid bay			✓	✓	✓	✓ Free	✓
Existing disabled bay			✗	✗	✗	✓	✗
Proposed Permit Parking Area			✓	✓	✓	✗	✗

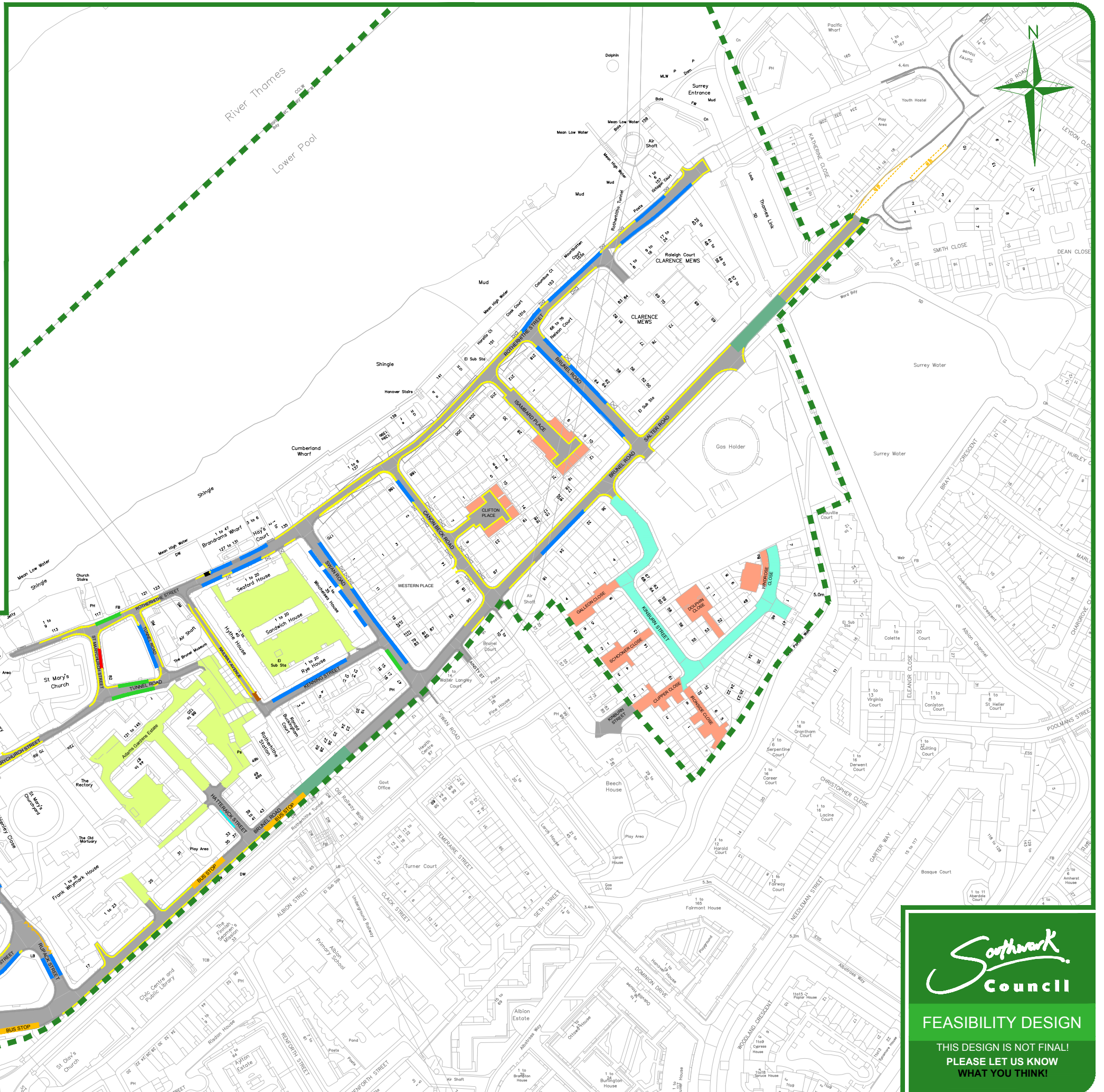
### Waiting restrictions

Waiting Restriction	Map symbol	Waiting Restriction	Map symbol
Double yellow line (existing)		Double yellow line (proposed)	
Single yellow line (existing)		Single yellow line (proposed)	

### Other features on map

Area of road	Map symbol	Area of road	Map symbol
Dropped kerb		Pedestrian Crossing	
Public highway within study area		Cycle hangar	
Non-public highway		Estate road	

### Boundary of study area



**Southwark Council**

**FEASIBILITY DESIGN**

THIS DESIGN IS NOT FINAL!  
PLEASE LET US KNOW  
WHAT YOU THINK!



# ROTHERHITHE PARKING CONSULTATION



## PLEASE LET US KNOW WHAT YOU THINK!

The council does not have any preference for any particular proposals.

Any new parking layout would only be introduced if there is a broad consensus in favour.

All comments on the design raised during the consultation will be considered and the initial design will be amended accordingly.

The boundary of the study area only shows the area where we are consulting. The outcome of the consultation could result in the boundary being amended to only include streets which show support for the proposals - this could result in, for example, separate new parking zones or an extension to an existing parking zone.

**Have your say** on the proposal for a CPZ in the Rotherhithe area by completing the questionnaire included in this pack, or online at [www.southwark.gov.uk/parking\\_projects](http://www.southwark.gov.uk/parking_projects).



## HAVE YOUR SAY ON PARKING

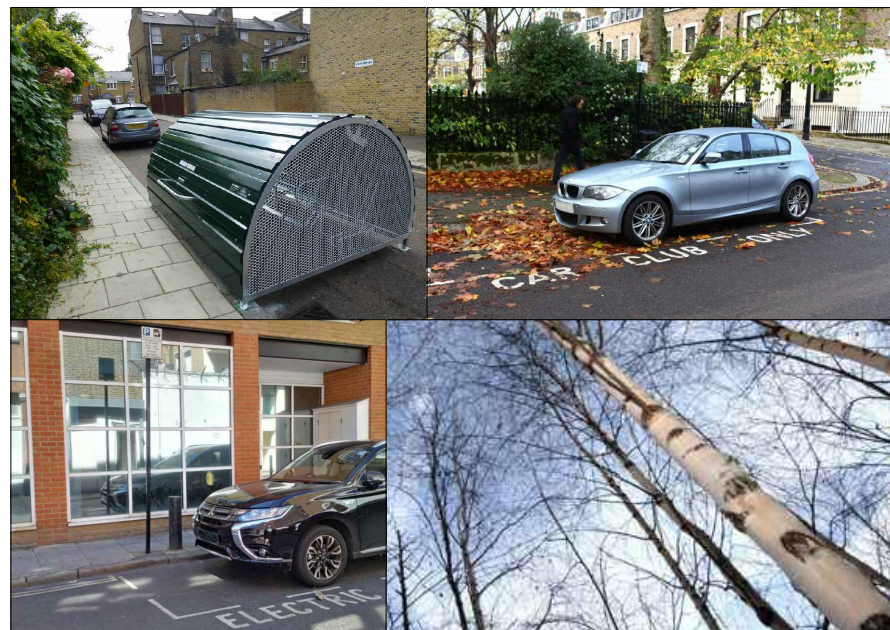


### OTHER POSSIBLE FEATURES

The questionnaire includes a section for any comments regarding the feasibility design

Please take advantage of this to let us know of any improvements we can make to parking facilities on the public highway. Southwark Council regularly undertake consultations regarding the use of our roads and we welcome any feedback which you provide.

#### EXAMPLES OF NEW FEATURES WE HAVE CONSIDERED OR IMPLEMENTED ON THE HIGHWAY



### WHAT IS A PARKING ZONE?

A parking zone is an area where every road has been marked with a parking bay or a yellow line. The feasibility design shows what the study area would look like with a parking zone in place.

Parking zones are created to ensure that local residents, businesses and their visitors are able to park easily and conveniently. They also enable Southwark to manage the limited kerb space available to park within the borough.

### HOW WOULD A PARKING ZONE HELP?

In a parking zone, priority of parking is given to a particular group of users, usually local residents or short-stay visitors to shops. The photographs below show the effect that introducing the nearby LG zone had on parking in Maude Road

#### BEFORE



#### AFTER



### WHAT IS A PERMIT PARKING AREA?

PPAs reduce the visual impact of parking controls by removing white parking bay lines. They allow permit holders to park in the locations they think are appropriate but without the pressure of commuters. Signs are installed at the entrance to the area and at repeated intervals. Yellow lines will still be used to indicate where it is unsafe to park.

The entry signs do not restrict any access into the street, for example to make deliveries or reach private parking areas or driveways.

These types of schemes are extremely successful at minimising the impact that other parking zones may have, as they greatly reduce the requirement for road markings and signs. However, because the signage is very limited, they do work best in small, contained areas and not on extensive road networks.

Our feasibility plan identifies that an PPA could work in Kinburn Street



Additional comments	
KINBURN STREET	"We have lived in Kinburn Street for over 30 years and every so often a parking zone is proposed. It is not needed. We have always had two cars and have never had a problem finding somewhere to park near to the house. What is needed is for the rules about parking near junctions etc (rule 243 of the highway code quoted in your consultation document) to be enforced. This would make the entrance to Kinburn Street safer. It would also be very unfair for organisations which provide home care workers and professional health workers to pay for parking permits. These should be free."
CANON BECK ROAD	"The cost of a permit is too high. It should be free to residents, or at minimal cost. The consultation should be open to all users of Rotherhithe."
ROTHERHITHE STREET	"Currently I witness people driving to Rotherhithe, parking and then commuting into central London. They simply take advantage of the lack of parking restrictions and use the area as a parking lot for the jubilee or overground lines. This not only inhibits the ability of local residents to park, but also means there are morning and evening rush hours in what would have otherwise been a quiet and peaceful corner of London.  Also, there are many houses and flats with integral garages that the residents do not use, preferring to park in the road.  This creates an unnecessary streetscape of parked metal, and further inhibits those who do need to park."
BRUNEL ROAD	"I would like the parking permits asap because now they have closed tower Bridge parking will get worse. People park there cars outside my house go to the tube and go to work sometimes they park there on Friday's and leave it there all weekend."
CLARENCE MEWS	"Less double yellow lines and more resident parking spaces! Double yellow lines should only be put at crucial points like junctions and shorter double yellow next to gates."
ROTHERHITHE STREET	"The proposal is total overkill, with so many double yellow lines, especially on Rotherhithe Street itself, where there is no issue with parking here and not as far as I can tell in this area. The lines would be an eyesore, badly effect house prices and destroy the character of the area. I have never had any issue with parking in close to 30 years of living here. I can only see a case for double yellow lines on Brunel/Salter Road which is a main road, the other roads there possibly a case for double yellow lines to stop people parking on both sides of the road, which rarely happens. I totally and absolutely object to the current proposals!"

SWAN ROAD	<p>“There is no parking problem. This is merely a money making exercise. There is no spaces available for residents anywhere to park or visitors if this is brought in!! This is inappropriate”</p>
ROTHERHITHE STREET	<p>“I would like to know the reason behind this as I don't think you are transparent. Is this another way of collecting money from hard working people who can hardly pay for their rent or bills and now you want to impose parking permits on them? It's bad enough as it is and we don't want to be paying more. If you really want to solve traffic issues, why not look at Rotherhithe tunnel which seems to cause traffic every single day instead of creating projects that offer no value or service to locals. This seems like a self serving project for the handful of individuals who are involved to justify their existence (highly paid salaries) than serving the residents of Rotherhithe.</p> <p>One way to solve parking problems in Rotherhithe is to force new developers to built a garage under their blocks to provide parking for its residents. That way they will have their parking spots and won't affect the rest of us.</p> <p>I'm sure the money and time that is set to be invested in this ineffective exercise can be used elsewhere in the council.”</p>
MAYFLOWER STREET	<p>“Poor public transport provision means a number of our employees need to commute by car. There are no car parks in the area which means they need to park on the street. Parking restrictions would severely restrict our ability to operate the business in this area.</p> <p>The proposed restrictions also appear to apply to roads that, previous enquires have suggested, have not been adopted by the council”</p>
KINBURN STREET	<p>“I guess my concern is that if we don't adopt the parking scheme, the surrounding parking restrictions will impact on Kinburn Street. Therefore I am open to parking restrictions as long as there is a degree of enforcement of parking in the adjoining closes.”</p>
CANON BECK ROAD	<p>“I don't have a problem and parked cars slow down traffic.”</p>
ELEPHANT LANE	<p>“This is completely unnecessary and a waste of resources and money. We were last consulted around the time of the Jubilee Line opening, and the entire street was opposed. Nothing has changed locally. Please don't waste our money - you have better things to spend our council tax on.”</p> <p>“If parking restrictions came in and there was displacement, there is a</p>

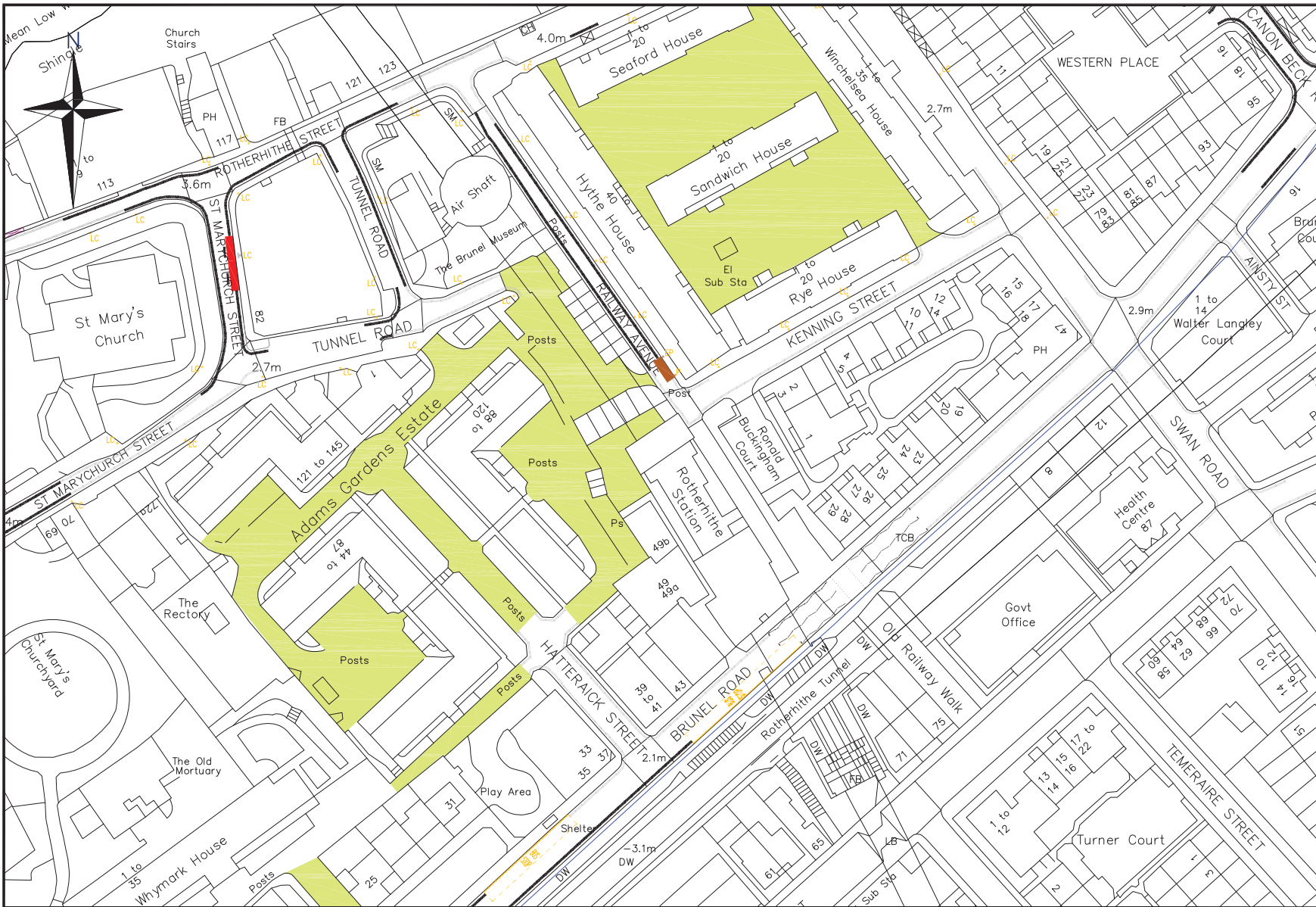
<p>KING STAIRS CLOSE</p> <p>KINBURN STREET</p>	<p>danger of blockages at the junction of King Stairs Close and ElephantLane.”</p> <p>“I am so glad you're doing this as for the last few months our street has been little more than a car park for commuters. While I have an off street driveway, it is frequently difficult for me to get in and out of my drive and in and out of our street due to the volume of cars parked by commuters, largely. I think a partial day parking zone will dissuade commuters from parking in our street while still maintaining flexibility for residents and their visitors.”</p>
<p>ROTHERHITHE STREET</p>	<p>“We are very glad this is being looked at. Parking at junctions is very dangerous with people not having the common sense to park safely.”</p>
<p>ELEPHANT LANE</p>	<p>“Elephant Lane is a quiet and attractive cut-de-sac, which is already being visually and environmentally compromised by a proliferation of street signs and road markings, most recently a repainting of double yellow lines which replaces the older and more discreet narrow lines with seemingly extra wide and intrusive brighter than normal yellow lines. This unnecessary visual 'noise' is a blight on the calm and peaceful environment of the street, which should be rectified immediately. Further unnecessary signage and road markings would be wholly unacceptable when no parking problem exists.”</p>

# APPENDIX D



<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project</p> <p>1617 ROTHERHITHE CPZ CONSULTATION</p>	<p>Community Council</p> <p>BERMONDSEY AND ROTHERHITHE</p>										
		<p>Drawing Title</p> <p>ROTHERHITHE AREA PROPOSED DOUBLE YELLOW LINES</p>	<p>Ward(s)</p> <p>ROTHERHITHE</p>										
			<p>Date</p> <p>09/11/16</p>	<p>Scale</p> <p>1:1250@A4</p>	<p>Drn</p> <p>MH</p>	<p>Chk</p> <p>PG</p>	<p>App</p> <p>PG</p>						
			<p>Dwg No.</p> <p>1617_07_1.0</p>	<p>Rev</p>									
		<p>Status</p> <p>DETAILED DESIGN</p>	<p>Rev</p>					<p>Date</p>	<p>Description</p>	<p>Drn</p>	<p>Chk</p>	<p>App</p>	





LEGEND

- EXISTING DOUBLE YELLOW LINES
- PROPOSED DOUBLE YELLOW LINES
- NOT PUBLIC HIGHWAY
- HOUSING ROAD

59

Public Realm Projects  
Parking Design

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

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

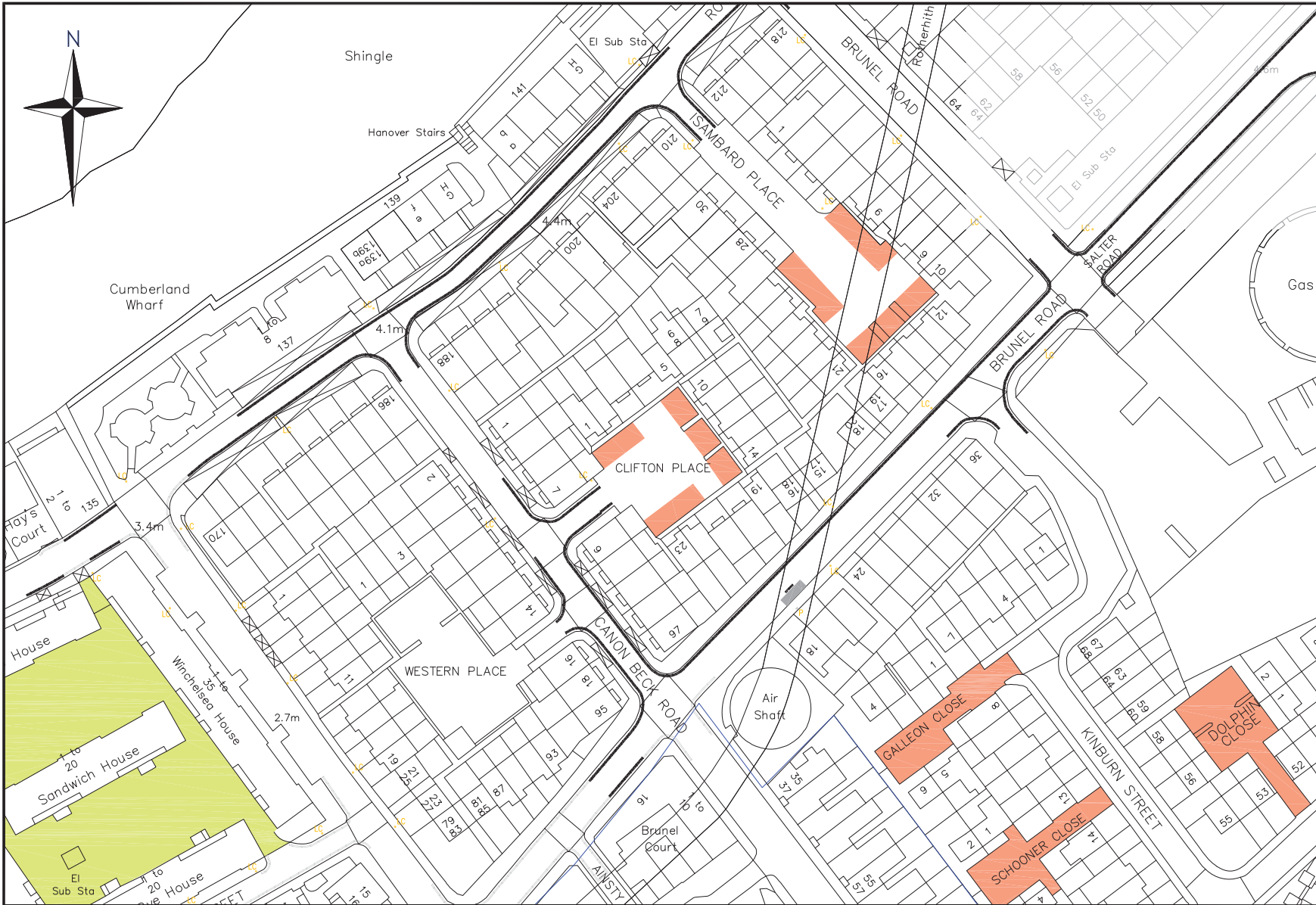


Project  
1617 ROTHERHITHE CPZ CONSULTATION

Drawing Title  
ROTHERHITHE AREA  
PROPOSED DOUBLE YELLOW LINES

Community Council BERMONDSEY AND ROTHERHITHE				
Ward(s) ROTHERHITHE				
Date	Scale	Drn	Chk	App
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Dwg No.	1617_07_1.0			
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App



LEGEND

	EXISTING DOUBLE YELLOW LINES
	PROPOSED DOUBLE YELLOW LINES
	NOT PUBLIC HIGHWAY
	HOUSING ROAD

Public Realm Projects  
Parking Design

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

www.southwark.gov.uk/parkingprojects

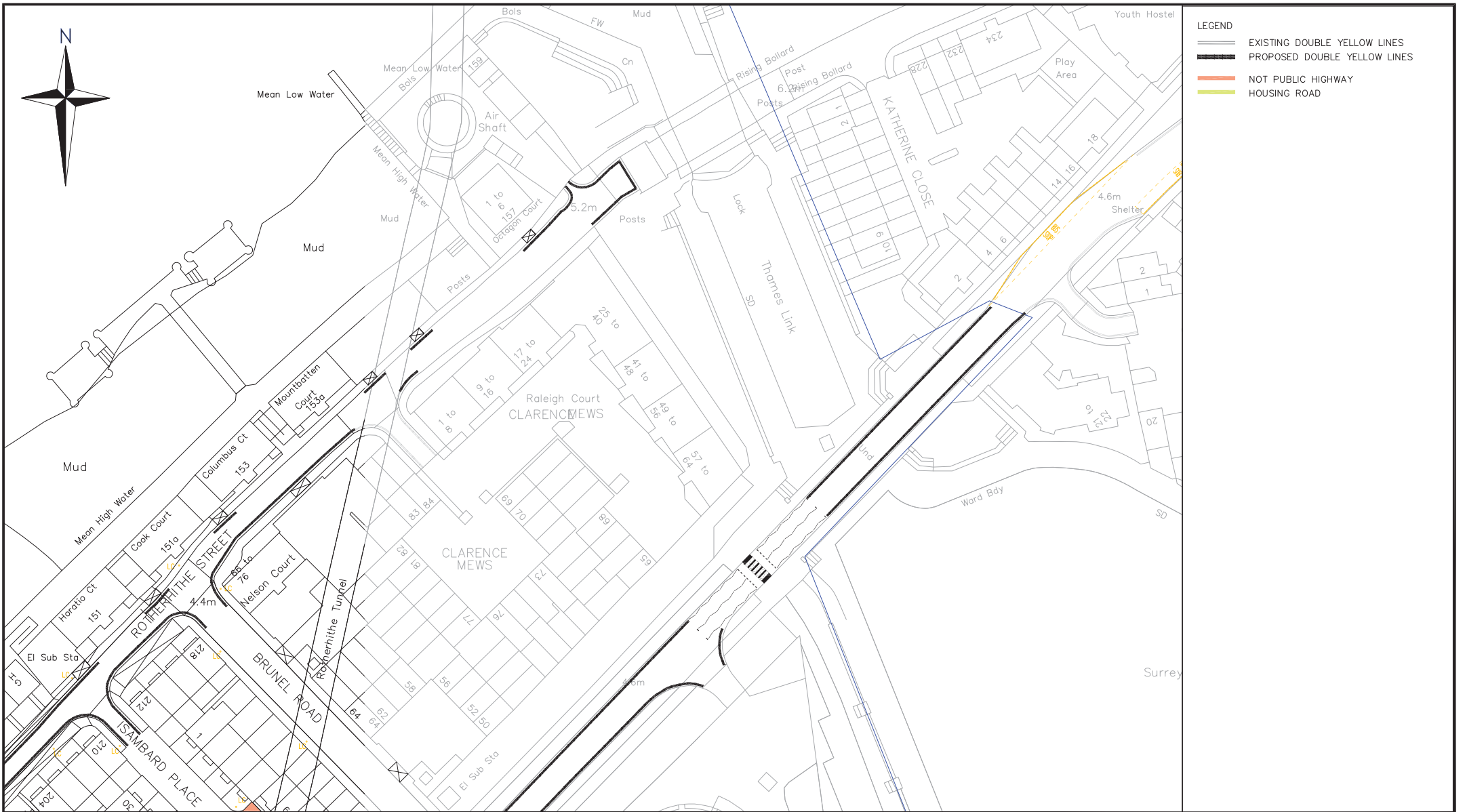


Project  
1617 ROTHERHITHE CPZ CONSULTATION

Drawing Title  
ROTHERHITHE AREA  
PROPOSED DOUBLE YELLOW LINES

Community Council BERMONDSEY AND ROTHERHITHE				
Ward(s) ROTHERHITHE				
Date	Scale	Drn	Chk	App
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Dwg No.	1617_07_1.0			
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App



**LEGEND**

	EXISTING DOUBLE YELLOW LINES
	PROPOSED DOUBLE YELLOW LINES
	NOT PUBLIC HIGHWAY
	HOUSING ROAD

61

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project</p> <p>1617 ROTHERHITHE CPZ CONSULTATION</p>	<p>Community Council</p> <p>BERMONDSEY AND ROTHERHITHE</p>										
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		<p>Status</p> <p>DETAILED DESIGN</p>	<p>A</p>					<p>Rev</p>	<p>Date</p>	<p>Description</p>	<p>Drn</p>	<p>Chk</p>	<p>App</p>
<p>© Crown copyright and database rights 2014 Ordnance Survey (0100019252)</p>													

## Local parking amendment Determination of statutory objection

Reference	15/16_Q3_021	Location overview
Location	Rotherhithe Street - opposite Columbus Court	
Proposal	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.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	7 December 2016	
Ward(s) affected	Rotherhithe	

### Background

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

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

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

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

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

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

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

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

### Summary of objection(s)

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

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

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

#### Recommendation and next steps

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

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

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

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

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

## Objection 1

From:

Sent: Thursday, May 05, 2016 6:08 PM

To: Parking

Cc: traffic orders

Subject: local parking issues re: H/ND/TMO1516-042

Dear Mr Herd,

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

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

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

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

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

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

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

Thanks for your consideration

## Objection 2

From:

Sent: Thursday, May 05, 2016 10:21 PM

To: traffic orders

Subject: H/ND/TMO1516-042

> Mr Herd

>

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

>

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

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

>

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

>

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

>

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

>

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

>

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

>

> Kind regards

>

> [REDACTED]

>

**Objection 3**

From:

Sent: Friday, May 06, 2016 9:32 AM

To: traffic orders

Subject: Parking in Rotherhithe

Dear Mr Herd

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

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

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

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

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

Regards



## Objection 4

From:

Sent: Monday, May 09, 2016 12:27 PM

To: traffic orders

Subject: Consultation response

[Title]

[Firstname]

[Lastname]

[Telephone\_number]

[Email\_address]

[Areyou]

A resident

[Whichconsultation]

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

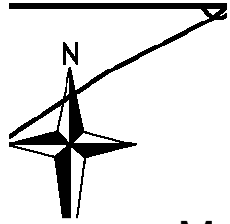
[overallresponse]

5. I wholly object to

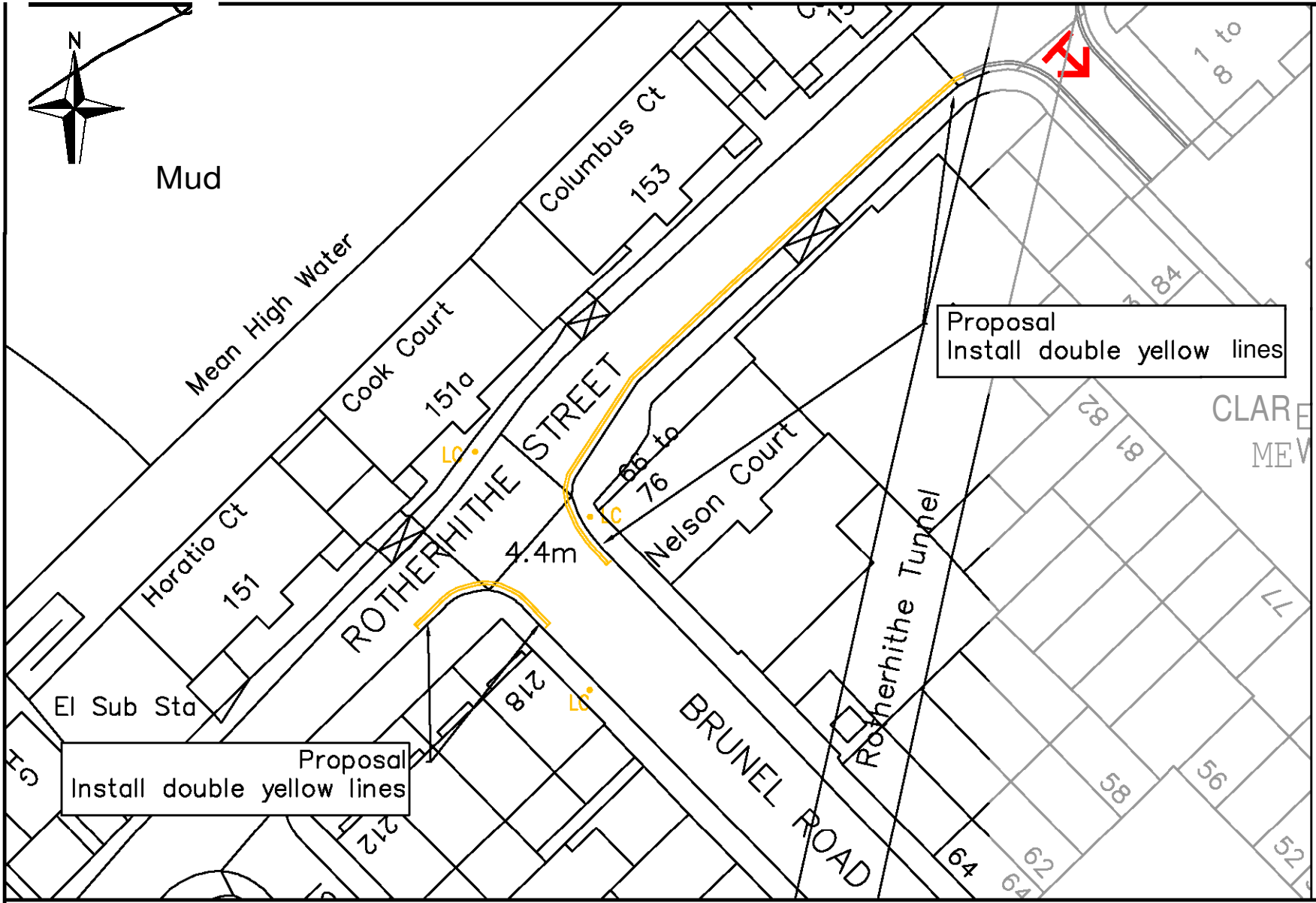
[response]

I believe the installation of double yellow lines to be unnecessary. I have live in Columbus Court for over 2 years now and when cars do park there it is not long-term. More importantly, when cars are parked on both sides of the road there is always plenty of space for vehicles to get through.

Introducing parking restrictions could cause problems for those residents that don't have an allocated space in the block car parks and this may lead to less practical/more dangerous parking.



Mud



Proposal  
Install double yellow lines

Proposal  
Install double yellow lines

EXISTING DOUBLE YELLOW UNES  
PROPOSED DOUBLE YELLOW UNES

89

Public Re.lm Projects  
Parkins Deslgn

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO9 0 64S29  
London, SE1PS1X

www.southwark.aov.uk/partinSProjw



Project  
**1516Q3 LOCAL PARKING AMENDMENTS**

Drawn/stltle  
**ROTHERHITHE STREET  
PROPOSED DOUBLE YELLOW UNES**

Community Council  
**BERMONDSEY AND ROTHERHITHE**

Ward(s)  
**ROTHERHITHE**

Date!	Scale	Drm	Chk	App
17/11/15	NTS	MH	PG	PG

DwgNo. **1516Q3\_021**

Status **DETAILED DESIGN**

Rev

Date

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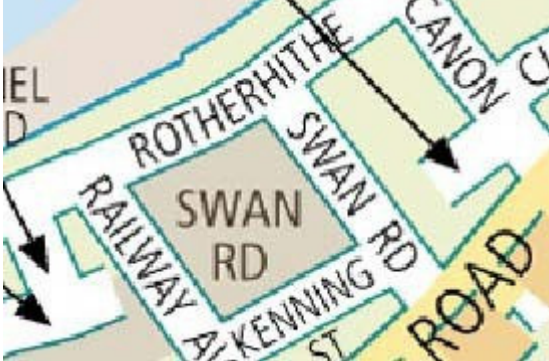
Drn

Chk

App

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## Local parking amendment Determination of statutory objection

Reference	15/16_Q3_004	Location overview
Location	Rotherhithe Street - outside No.135	
Proposal	To install double yellow lines to provide unrestricted access to the entrances of No.135.	
Community council meeting	Bermondsey and Rotherhithe	
Community council date	7 December 2016	
Ward(s) affected	Rotherhithe	

### Background

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

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

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

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

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

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

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

### Summary of objection(s)

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

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

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

### Recommendation and next steps

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

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

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

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

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

## Objection 1

From:

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

To: traffic orders

Subject: H/ND/TMO1516-042

Dear Sirs,

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

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

We are objecting on the following grounds:

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

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

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

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

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

- There are no more deliveries to No. 135 than there are to our own home of home deliveries (v few!!) and parking along the front of 135 does not prevent any deliveries to the occupants through their premises access doors.

Their front door area access to the Street is of no lesser difficulty than [REDACTED] 133 Rotherhithe Street, where access when vehicles are parked along the Street outside is awkward through the gate straight on to the street, but this is no reason to request lines outside your own home simply because you have to walk in between cars or along a car to reach your door/gate. This is London!

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

the premises in the evening.

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

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

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

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

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

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

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

Thank you for your consideration.

Yours sincerely

**Objection 2**

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

Dear Mr Herd,

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

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

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

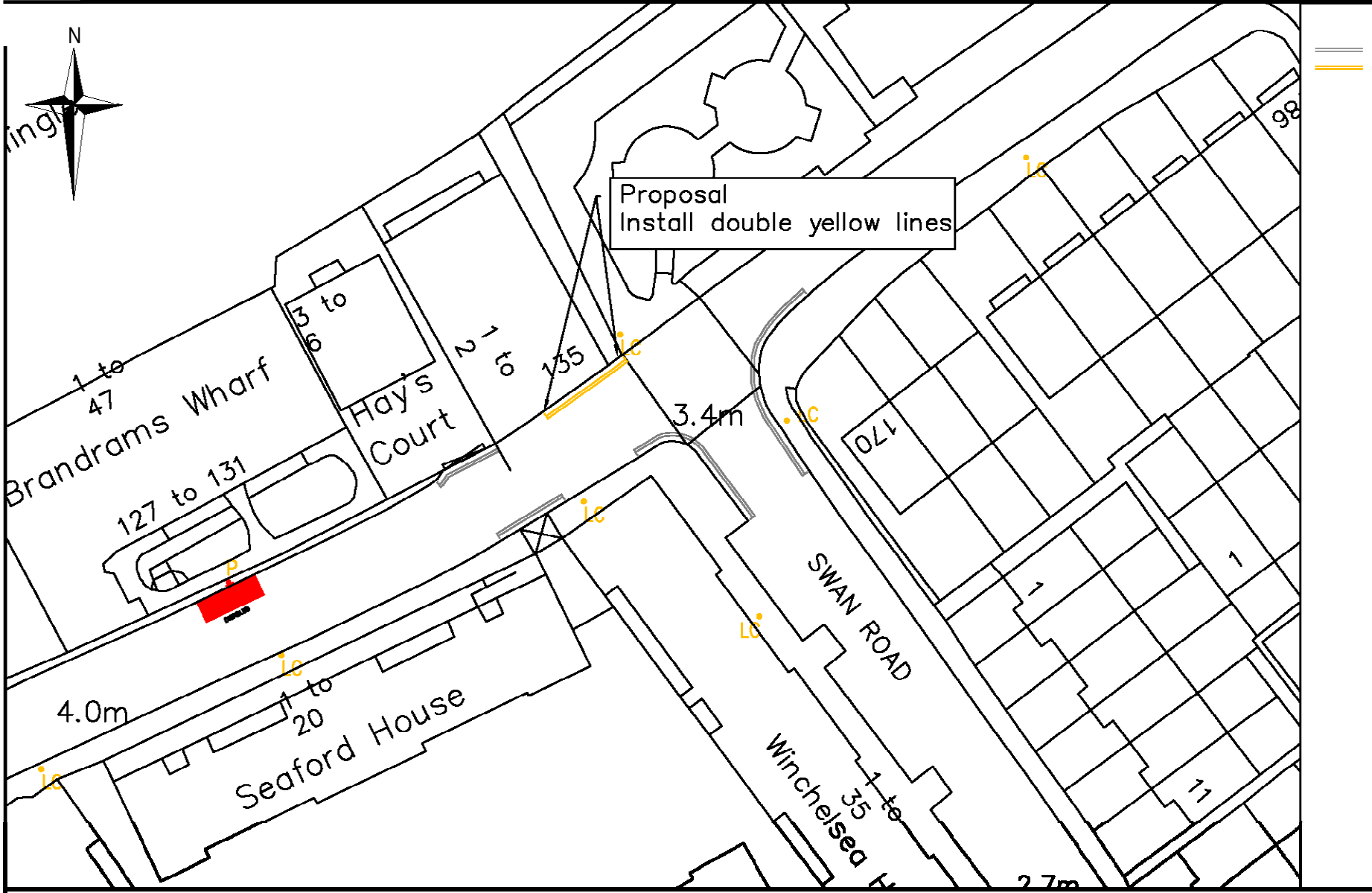
What needs to be done is the introduction of resident's parking controlled zones which will prevent the over parking by those commuters who dumped their cars in the area all day and use the nearby overground.



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

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

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

Thanks for your consideration



 EXISTING DOUBLE YELLOW UNES  
 PROPOSED DOUBLE YELLOW UNES

Proposal  
Install double yellow lines

Public Re.Im Projects  
Parkins DesIn

Environment and Leisure  
Floor 3, hub 1  
Southwark Council  
160 Tooley Street  
PO9 64S29  
London, SE1P 6JG

www.southwark.aov.uk/partinSProw



Project  
**1516Q3 LOCAL PARKING AMENDMENTS**

Drawn/Title  
ROTHERHITHE STREET  
PROPOSED DOUBLE YELLOW UNES

Community Council  
**BERMONDSEY AND ROTHERHITHE**

Ward(s)  
**ROTHERHITHE**

Date/	Scale	Dm	Chk	App
10/10/15	1:500MM	MH	PG	PG

DwgNo. **1516Q3\_004**

Status **DETAILED DESIGN**

Rev	Date	Description	Dm	Chk	App



<b>Item No.</b> 9.	<b>Classification:</b> Open	<b>Date:</b> 7 December 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Local traffic and parking amendments	
<b>Ward(s) or groups affected:</b>		Grange, Livesey, Riverside, Rotherhithe, South Bermondsey and Surrey Docks	
<b>From:</b>		Head of Highways	

## RECOMMENDATIONS

1. It is recommended that the objections received against two non-strategic traffic management orders are considered and determined as follows:
  - 1.1 Middleton Drive – reject objections and install double yellow lines adjacent to junctions with Stanhope Close, Hawke Place and off street parking areas to improve traffic flow and access.
  - 1.2 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.
2. 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:
  - 2.1. All Bermondsey and Rotherhithe community council wards – install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve intervisibility and road safety for all road users.

## 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.
4. Paragraph 21 sets out that community council are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.

5. This report seeks determination of objections received for two non-strategic traffic management orders, and gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
6. The origins and reasons for the recommendations are discussed within the key issues section of this report.

#### KEY ISSUES FOR CONSIDERATION

7. Statutory consultation has been carried out on items approved by the community council on 15 March 2016 and 17 September 2014 respectively. During the statutory consultation, objections to the proposals were received.
8. The detail of the objections are summarised in figure 1. The associated appendix contains detail on the objections and a detailed design of the proposal.

Location	Proposal	Appendix
Middleton Drive	To Install double yellow lines adjacent to junctions with Stanhope Close, Hawke Place and off street parking areas to improve traffic flow and access.	1
Snowsfields	To convert Snowsfields to one-way working (eastbound) with a cycling contraflow. To formalise zebra crossings at the western end of Snowsfields and the northern end of Crosby Row.	2

**Figure 1**

9. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
10. 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.
11. Local parking amendments are batched together and carried through a quarterly programme. During the second quarter of 2016-17, the council is proposing double yellow lines on all road junctions in the community council area to improve safety for all road users (figure 2).
12. The rationale for the junction safety improvements is discussed in the associated appendix.
13. It should be noted that the majority of road junctions in the community council area do already have protection. Our proposals aim to protect those remaining junction that currently have no parking restrictions.

Location	Proposal	Appendix
All Bermondsey and Rotherhithe wards	To install new double yellow lines on unrestricted junctions and upgrade junctions with existing single yellow lines to double yellow lines to improve intervisibility and road safety for all road users	3

Figure 2

### Policy implications

14. 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

15. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
16. 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.
17. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
18. 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.
19. 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.
20. 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

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

### **Legal implications**

22. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
23. 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).
24. 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.
25. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
26. 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.
27. 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**

28. 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.
29. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the council's own processes. This process is 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.

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

### Programme Timeline

32. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (make only) – January 2017
  - Implementation – February 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: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Paul Gellard 020 7525 7764

### APPENDICES

No.	Title
Appendix 1	Middleton Drive – install double yellow lines
Appendix 2	Snowsfields between Crosby Row and Kipling Street
Appendix 3	All Wards – install double yellow lines

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Paul Gellard, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	22 November 2016	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	22 November 2016	

		<b>Local parking amendment Determination of statutory objection</b>	<b>APPENDIX 1</b>
<b>Reference</b>	14/15_Q4_002	<b>Location overview</b>	
<b>Location</b>	Middleton Drive		
<b>Proposal</b>	To Install double yellow lines adjacent to junctions with Stanhope Close, Hawke Place and off street parking areas to improve traffic flow and access.		
<b>Community council meeting</b>	Bermondsey and Rotherhithe		
<b>Community council date</b>	07 December 2016		
<b>Ward(s) affected</b>	Rotherhithe		

**At the Bermondsey and Rotherhithe community council meeting held 15 March 2016; this local parking amendment was approved subject to the outcome of statutory consultation. As four objections were received during the statutory period, these are being presented back to the community council for determination.**

#### Background

On 14 December 2015 the council received a request from Cllr Cryan on behalf of one of her constituent's raising concerns about obstructive and dangerous parking on Middleton Drive.

In their correspondence, the resident stated "This is becoming an urgent issue currently vehicles are parked in Middleton Drive blocking the access and exit to normal vehicles let alone emergency vehicles if needed"

An officer responded to the correspondence on 04 January 2016, explaining that their request had been logged and would be investigated as part of our LPA programme. This gave full detail of the LPA process and expected delivery dates.

An officer visited this location, 5 January 2016 and it was noted that all vehicles were parked on one side of the carriageway, however vehicle were parked close to the junctions of Stanhope Close and Hawke Place.

The highway width varies between 5.8 metres and 5.5 metres and even with parking on one side would allow access for refuse and emergency vehicles. It was noted that inter-visibility is reduced by vehicles parking at the junctions.

Further rationale for double yellow lines on a road junction:

- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in the advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distances (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle.
- It is noted that almost two thirds of cyclist killed or seriously injured in 2013 were involved in collisions at, or near, a road junction, with "T" junctions being the most commonly involved.
- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these

are potentially more dangerous.

- The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- The proposal to install yellow lines at this junction is in accordance with the council's adopted Southwark Streetscape Design Manual (SSDM) design standard on Highway Visibility (DS114 – Highway Visibility)

Statutory consultation was carried out between 26 May 2016 and 16 June 2016. During this period, the council received four objections.

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

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

### Summary of objection(s)

The four objections received are attached to this report. Reason for objections can be summarised as :

- Concerns that further restrictions will reduce available parking space and cause parking problems for residents
- It is felt that there is not a problem with vehicle access and dangerous/ obstructive parking hasn't been witnessed.
- Concerns that residents did not receive a formal letter through the post

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

### Recommendation and next steps

The carriageway in Middleton Drive is narrow and unfortunately cannot accommodate parking on both sides of the street.

With parking currently taking place on both side of the street, this causes potential obstruction for larger emergency, waste collection and delivery vehicles.

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

It is not standard practice for the council to carryout informal consultation when proposing local parking amendments. It's during the statutory consultation that residents have an opportunity to make a representation relating to the proposal. Street notices are erected in the street to raise awareness that statutory consultation is taking place.

It is recommended that the four objections made against the introduction of double yellow lines on the south east and south west sides and at the junctions with Stanhope Close and Hawke Place to provide and maintain access be considered and rejected, as the proposed restrictions are for highways safety reasons and access for refuse, delivery and emergency vehicles.

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

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



**Objection 1**

[Title]

Mrs

[Firstname]

[Lastname]

[Telephone\_number]

[Email\_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1617-005 and 14/15\_Q4\_002

Middleton Drive

[overallresponse]

5. I wholly object to

Reference: 14/15\_Q4\_002 & H/ND/TMO1617-005 / Middleton Drive I write in response to the local parking amendment proposal, and wholly object.

Firstly, as a resident of Middleton Drive, I would have expected to receive some formal information in writing through my letterbox, rather than finding a paper notice 2 weeks ago (which had unexpectedly disappeared again 2 days later) on a lamppost. Secondly, the lamppost notice did not give a date by which comments should be given, or how best to do this.

With regards to the 'investigation and conclusions' section of document reference 14/15\_Q4\_002, the first photograph, of the entrance to Middleton Drive from Timber Pond Road shows a car parked a fair distance from Timber Pond Road, with clear and unobstructed sight lines, in contradiction to the statements in the first 2 paragraphs of that section. Your proposal to put single yellow lines on the south side of Middleton Drive, between Timber Pond and Drake Close would mean that cars approaching from the busier, northern end of Timber Pond (that is not a cul de sac) will not be able to safely turn into Middleton Drive in 1 manoeuvre as the sight line with parked cars on the northern side of MD will be obstructive. Even the Council's own refuse trucks, as well as numerous delivery lorries and vans and, skip hire lorries do not have problems navigating the corner at present – our home is on the corner, we are witnesses to this on a daily basis. The speed limit of 20 mph is already a positive step to reducing the risk at junctions on the Rotherhithe peninsula.

The proposed double yellow lines will not improve access – as access is not currently a problem, to either the driveways on Middleton Drive, nor to Drake Close or Stanhope Close, Hawke Place or Hardy Close. I have lived at this address for nearly 12 years, and have never encountered problems of even a moderately frequent nature with access or parking. The great majority of vehicles parked along Middleton Drive, both alongside the canal and nearer Timber Pond Road belong to local residents, rather than commuters.

The fourth paragraph of the 'investigations and conclusions' section mentions visibility for road users. As a daily cycle commuter, I have had no problems on Middleton Drive or surrounding streets with visibility or safety. The speed limit is 20 miles an hour, and it is impossible to navigate the right angled corner from Timber Pond Road onto Middleton Drive. As your two photographs clearly show, there is no problem with visibility between road users. Paragraph 5 is therefore also irrelevant. Paragraph 6 – about cyclist deaths and serious injuries does not relate to the type of situation that occurs at the junction of Middleton Drive and Timber Pond Road, which is residential (apart from 2 primary schools and a small church), almost 2 cul de sacs or at least 2 no through roads, and with no public transport. The T junction argument is most likely to relate to side streets joining with a main road, indeed there is reference in the ROSPA report to higher speed roads, to HGVs turning at junctions (this will include T junctions), and cyclists turning from a major to minor road. <http://www.rospa.com/road-safety/advice/pedal-cyclists/facts-figures/> Evidence from the Department for Transport:

<https://www.gov.uk/government/uploads/system/.../pedal-cyclists-2013-data.pdf> states,

“Junctions are particularly dangerous for vulnerable road users especially pedal cyclists as it can be hard for other road users to see them.

Most pedal cyclists are killed or seriously injured at crossroads and t-staggered junctions (a t-staggered junction is a place where several roads meet a main road at a slight distance apart). Between 2009 and 2013, 50 per cent of pedal cyclist KSI casualties occurred at crossroads and t-staggered junctions.

Pedal cyclists involved in two vehicle accidents with at least one motor vehicle were more likely to be at a junction and recorded as ‘going ahead’ than any other vehicles involved in accidents.

Between 2009 and 2013, 40 per cent of the pedal cyclist killed or seriously injured casualties that occurred at crossroads and t-staggered junctions happened as a result of the pedal cyclist ‘going ahead’ and the other motor vehicle involved turning right or turning left and 20 per cent were as a result of both the pedal cyclist and the other vehicle ‘going ahead’.”

The above quotation indicates that the problems for cyclists are both crossroads and staggered T-junctions. The junction of Middleton Drive and Timber Pond Road is neither. Neither is there a problem of visibility for a cyclist ‘going ahead’ on Timber Pond and a vehicle exiting at the T-junction (not a staggered T-junction) of Middleton Drive. Paragraph 7 – about children and wheelchair users: the junction of Middleton Drive and Timber Pond Road, as well as the smaller closes off Middleton Drive, do not provide examples of poor visibility for either children or wheelchair users. I have 2 primary aged children myself –their safety is paramount to me, if I thought that there was an issue of road safety on Middleton Drive, I would be swift to discuss the issue with my councillor and Southwark Council, as well as canvas opinion among my neighbours.

Paragraph 8, mentioning the Highway Code. The section you are referring to is Rule 243. This is a ‘DO NOT’ rule – not a ‘MUST NOT’ which is a legal requirement (see <https://www.gov.uk/guidance/the-highway-code/introduction> for the explanation of this). So your assertion of “the Highway Code making it clear that motorists must not park within 10 metres of a junction” is not correct. Clearly safe driving and safe parking are paramount and necessary. In my experience as a long term resident of Middleton Drive, there is no issue of safety at the junction of Timber Pond Road and Middleton Drive, however if there is deemed a safety issue at this junction, then painting yellow lines on the corners of Timber Pond and Middleton could be helpful. The rest of the yellow line proposals are unrelated to this.

In conclusion, there are no issues of unsafe parking on Middleton Drive. The current parking arrangements suit the residents of Middleton Drive and the surrounding closes. It is indeed the case that for several houses in some of the closes – Stanhope and Hardy in particular – they have more than 1 off road parking space outside their houses. These residents will not be affected by new parking restrictions, it is residents of the other roads and closes who will be adversely affected by this. As a resident, cyclist, and parent of young children, I have no concerns about the current parking arrangements or the current practice of those parking on Middleton Drive. Indeed, I am always pleasantly surprised by how well road traffic and parking work here. The council seem to be reacting unnecessarily disproportionately to an issue raised by one resident only.

## Objection 2

[Title]

Mr

[Firstname]

[Lastname]

[Telephone\_number]

[Email\_address]

[Areyou]

A resident

[Whichconsultation]

H/ND/TMO1617-005 / Middleton Drive

[overallresponse]

5. I wholly object to

[response]

I have considered the contents of Local Parking Amendment APPENDIX 1 (14/15\_Q4\_002) and wholly object to the proposal. Having lived on Middleton Drive for over 10 years I have never personally experienced, or witnessed, obstructive or dangerous parking that the single constituent has raised. It would be useful if the council could show the evidence put forward the evidence of "vehicles.... blocking the access and exit to normal vehicles let along emergency vehicles". Council refuse lorries, which I guess are larger than ambulances and the same width as fire engines, have been able to visit us over 600 times without any difficulty.

As can be seen in the photographs taken as part of the "Investigation and conclusions" cars are parked neatly down one side of the road. The imposition of double yellow lines would do nothing to assist this.

Given the imposition of a 20mph speed limit throughout the whole area I don't believe that cars would be travelling fast enough that parked cars would cause a hazard in the development.

As the area where the proposal is suggested is a cul-de-sac, it is likely to be either residents who know the layout of the road, or visitors who are likely to be travelling lower than the speed limit in order to find the house they are visiting. Double Yellow Lines would not reduce any danger in this.

The sight lines from Timber Pond Road into Middleton Drive are not obstructed from either direction, and the 12m stopping distance (at 20mph) should be more than sufficient without the need for imposed parking restrictions.

In summary I believe that this is a solution looking for a problem that does not exist, and that the Council should into account the views of all residents giving views on this consultation, rather than imposing the views of a single local resident. As a parent of young children, as well as a local resident, if I believed for a second that the proposed arrangements would help in an emergency I would be fully supportive, but I don't believe they do and therefore I wholly object.

### Objection 3

Hello,

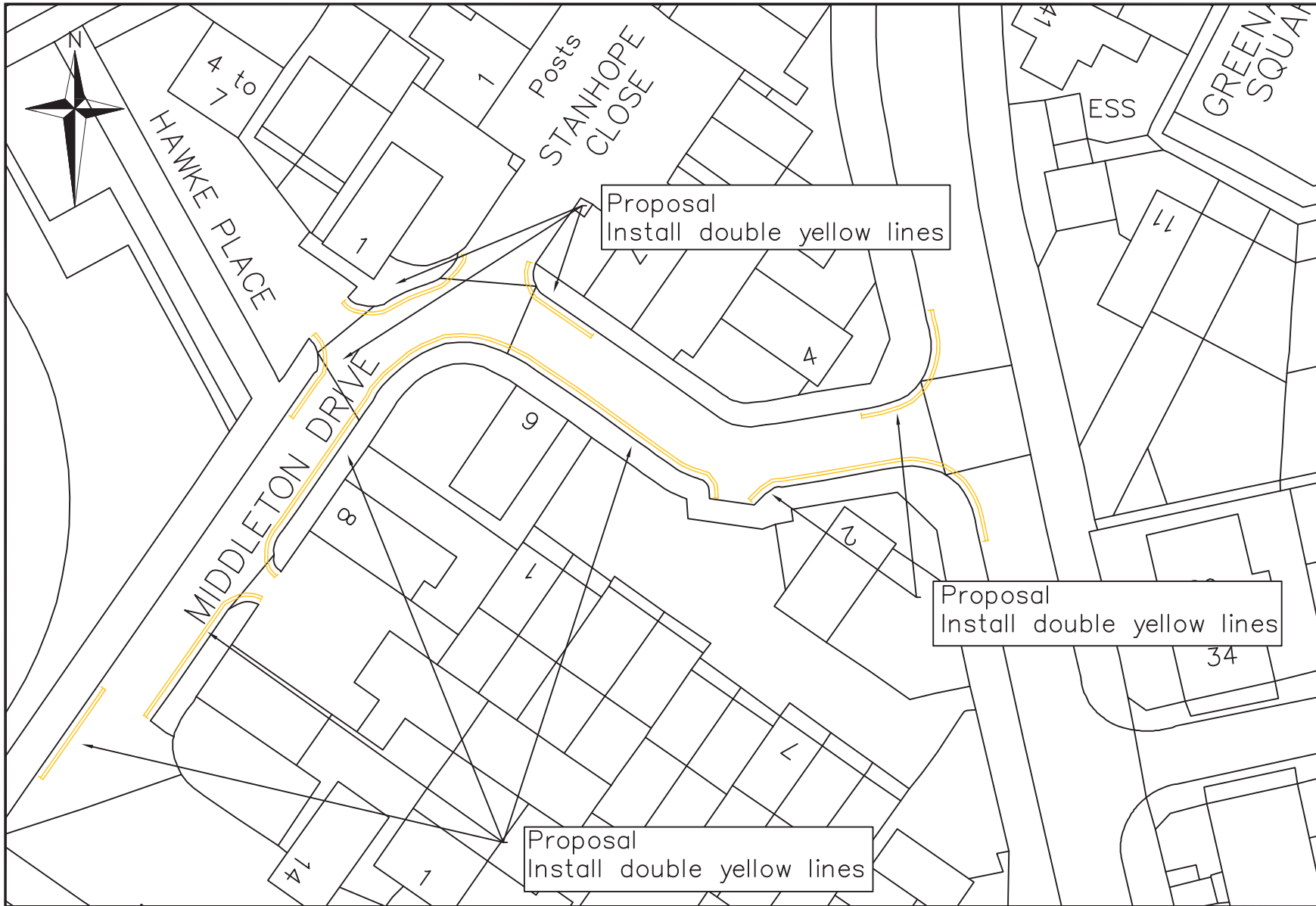
I object to the proposal for yellow lines to be added to Middleton drive apart from directly at the start of the road where it joins Timber Pond Road (vehicles parked too close to the junction)


As I live in Drake Close, I imagine that this would therefore cause further issues with people parking directly outside our front door and garage making access difficult.


Kind regards



### Objection 4

I object to your proposal to install double lines in Middleton Drive or any other parking restrictions in total. i have not received any written information through the post or had any other form of consultation for these proposals and can see no reasons for them. This is not a through road and heavy traffic I.E. council refuse lorries, delivery vehicles of all sizes, skip lorry's and emergency service vehicle's all use the road without any problems. There has never been any reason in the years that I have lived here (20+)for any authority to remove a vehicle that was causing an obstruction. You have made us aware that only one resident has made a complaint, these proposals cannot be carried out in these circumstances. You propose to put these lines adjacent to 2,Middleton Drive ,this side of the road up to the entrance to Drake Close has been the only parking place used since the development was completed in 1987.Parking on the opposite side inhibits safe access and exit to and from Drake Close. These proposal's will cause the loss of parking spaces for local residents and for friends and family of same who visit. This is a knee jerk reaction to a problem that does not exist.



Legend  
 Proposed double yellow lines

<p>Network development Highways</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>1516Q4 LOCAL PARKING AMENDMENTS</p>	<p>Community Council</p> <p>BERMONDSEY AND ROTHERHITHE</p>										
	<p>Drawing Title</p> <p>MIDDLETON DRIVE PROPOSED DOUBLE YELLOW LINES</p>	<p>Ward(s)</p> <p>ROTHERHITHE</p>										
		<p>Date</p> <p>05/01/16</p>	<p>Scale</p> <p>1:500@A4</p>	<p>Drn</p> <p>MH</p>	<p>Chk</p> <p>PG</p>	<p>App</p> <p>PG</p>						
		<p>Dwg No.</p> <p>1516Q4_002</p>	<p>Rev</p>									
	<p>Status</p> <p>DETAILED DESIGN</p>	<p>Rev</p> <p>A</p>					<p>Rev</p>	<p>Date</p>	<p>Description</p>	<p>Drn</p>	<p>Chk</p>	<p>App</p>

 <b>Local traffic and parking amendment Determination of statutory objection(s)</b>		Appendix 2
<b>Reference</b>	H/ND/TMO 1617-008	<b>Location overview</b>
<b>Location</b>	Snowsfields – between Crosby Row and Kipling Street	
<b>Proposal</b>	Introduction of one-way system with contraflow cycle lane between Great Maze Pond and Kipling Street. Installation of a new zebra crossing on Snowsfields, east of its junction with Great Maze Pond. Permanent retention of the temporary zebra crossing at the northern end of Crosby Row.	
<b>Community council meeting</b>	Bermondsey and Rotherhithe	
	7 December 2016	
<b>Ward(s) affected</b>	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 operated as one-way westbound from 4 February 2013 to 28 September 2016 to facilitate Guys Hospital Cancer Unit construction works. The proposal to make this section of highway one-way eastbound 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)

Guy's and St Thomas' NHS Foundation 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 15 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.

Crosby Row operated as one-way southbound under a temporary traffic order between 4 February 2013 and 28 September 2016. This change was made 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 has returned to its two-way operation and to date; the Highway Authority is not aware of any operational issues and continues to closely monitor traffic movement. It is worth mentioning that local traffic has significantly reduced since Crosby Row was reverted to two-way working.

### 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.

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 and are in full support of the scheme. The Director of Environment (Ian Smith) has met with the one of the objectors who is now in support of the scheme. Their supporting emails are attached to this report.

The bulk of the objections only raised concerns about making Crosby Row two-way. The one-way working of Crosby Row was 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 has now reverted to two way traffic, 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 Snowsfields one-way eastbound between Great Maze Pond and Kipling Street. This was considered acceptable to the highway authority as it would deter east-west 'rat running' in the local road network. This is also an integral section of cycling Quietway 14.

Crosby Row is two-way working but was temporarily operating as one-way. Snowsfields was also temporarily working one-way westbound. Both of these temporary changes were 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 lapsed, the highway automatically reverts to its former state. No public consultation on this change was required.

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

Southbound vehicles in Great Maze Pond having a maximum length in excess of 7.5m will be prohibited from turning left into Snowsfields, providing a compulsory ahead only via Crosby Row. Given the tight constraints of the highway network, particularly at Snowsfield/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. Five additional disabled bays have been provided within the hospital boundaries along with provision for 4 drop off spaces where private ambulances are expected to wait.

Officers are monitoring the operation of Crosby Row since it was reopened to two way traffic.

3. Thames Water has completed their water main strengthening programme. It is highly unlikely that the two way traffic on Crosby Row 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 Snowsfield 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 13 objections made against the proposal are recognised by the community council as not relating to the traffic order which was advertised (Making of Snowsfields one-way), considered and rejected
2. The proposals contained in the advertised order were agreed by the planning committee as part of the Guys Hospital Cancer Centre
3. Officers are instructed to proceed with the implementation of the highway works contained within the traffic order.

4. Officers are instructed to write to the 13 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.



Guys and St Thomas NHS Trust

From: [REDACTED]  
Sent: Wednesday, November 09, 2016 9:56 AM  
To: Smuts, Iaan  
Cc:  
Subject: RE: Snowsfield Highways Works

Iaan,

Thank you for forwarding this information. It is helpful to see the safety audit that was commissioned for the Council and to have your assurance that all the points raised in the audit have been addressed in the agreed design for the s278 works. It is also positive that local traffic appears to have reduced significantly since the traffic restrictions in place during construction of the cancer centre have been lifted. I am grateful for your assurance that you will keep the safety aspects of the scheme under review once it is implemented through your stage 3 audit. I am assured that the concerns I previously raised have been addressed by the Council and I am pleased to have your confirmation that we can progress our works to Snowsfield early in the new year so that we can confirm dates with our contractors.

I know that you are liaising with [REDACTED] over the s278 agreement. If you can please confirm which drawing is to be included in the document we will arrange to have it signed on behalf of the Trust.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: [REDACTED]

Sent: Tuesday, October 04, 2016 6:25 AM

To: Smith, Ian

Cc:

Subject: RE: Crosby Row, Snowsfields & Kipling Street - Traffic Options

Hi Ian,

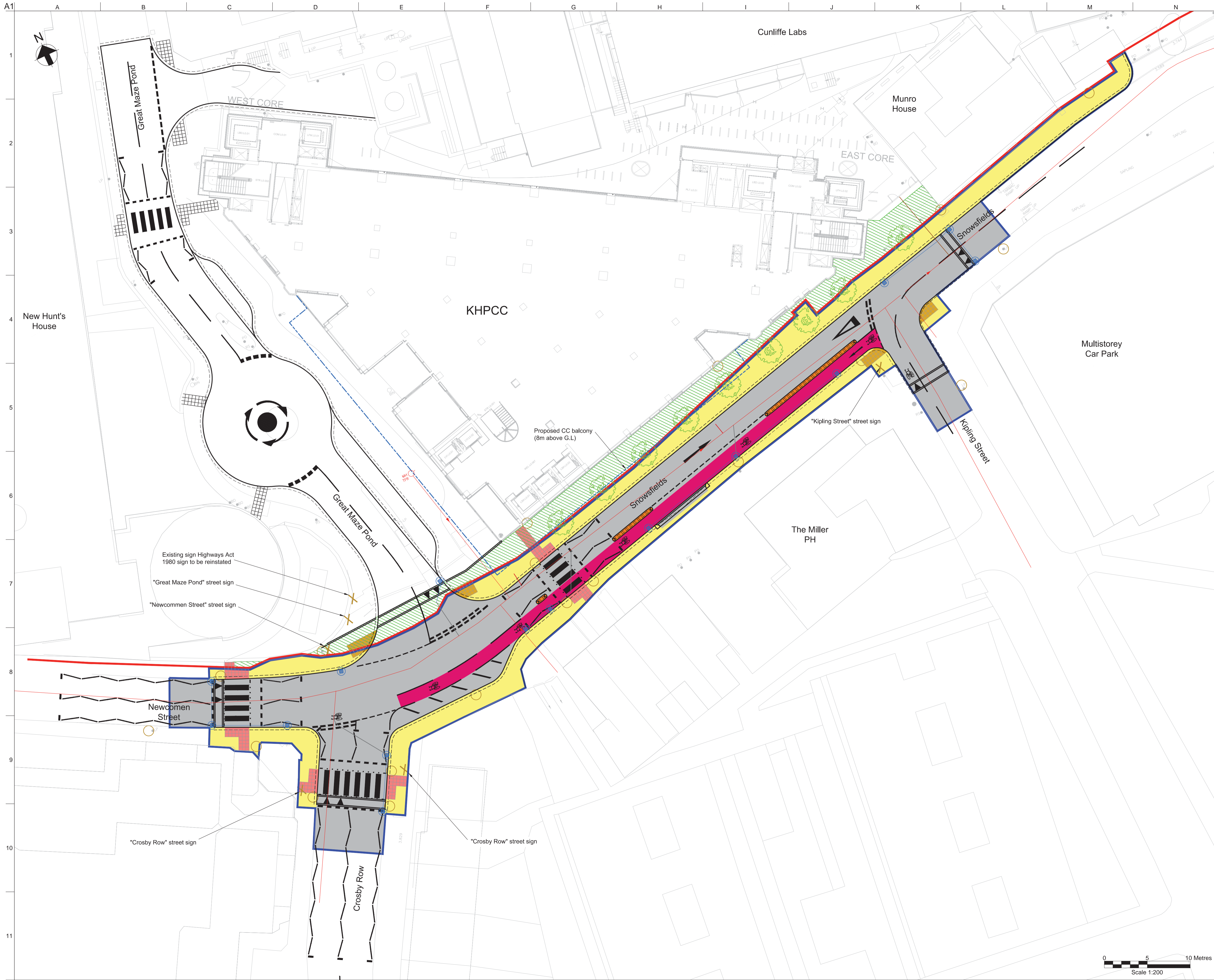
Many thanks for the response.

Personally I think we've exhausted the review of the potential options and my conclusion is that we have to roll with it.

For [REDACTED] at Guy's it may be another matter and I just wanted to add her (cc'd). It's an exciting and busy time for her as the new cancer centre opens but I am keen to include her in the latest update.

Many thanks,

[REDACTED]



**Legend:**

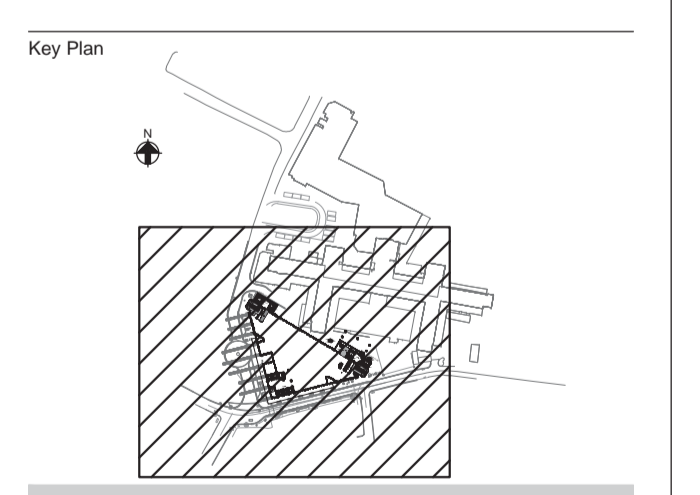
- "Developers" Ownership Boundary
- S278 Works Boundary
- KHP CC Balcony (8m above GL)
- Land to be adopted
- Carriageway
- Footways
- Cycleway
- Paved Areas (e.g. traffic islands)
- Landscaping
- Combined Sewer
- Gully
- Gully Connection
- Lamp column
- Street Name Plate
- Tactile Paving (controlled crossing)
- Tactile Paving (uncontrolled crossing)
- Tree (5-7m high) in sub-surface treepit

P11	10/05/16	JG	TH	CNR
Issued for S278 approval - LBS comments (09-05-16)				
P10	13/04/16	JG	TH	CNR
Issued for final approval				
P09	05/04/16	JG	TH	CNR
Issued for S278 approval - LBS comments (17-03-16)				
P08	11/03/16	JG	TH	CNR
Issued for approval - LBS comments incorporated				
P07	19/02/16	JG	TH	CNR
Issued for approval - LBS comments incorporated				
P06	22/12/15	JG	CNR	CNR
Issued for approval				
P05	14/12/15	JG	AH	CNR
Issued for S278 approval				
P04	18/11/15	JG	CNR	CNR
Updated further to LOR instruction (Odyssey Plan 15-046-002)				
P03	08/07/15	JG	MH	CNR
LBS comments incorporated				
P02	11/11/14	MJH	MJH	CNR
Issued for S278 approval				
P01	25/07/14	BA	MH	CR
For LBS Review/Comment				
Issue	Date	By	Chkd	Appd

**ARUP**  
 13 Fitzroy Street  
 London W1T 4BQ  
 Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924  
 www.arup.com

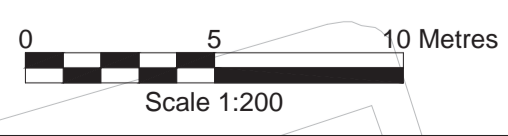
Client  
**Guys and St Thomas NHS Foundation Trust**

Job Title  
**KHP Cancer Centre at Guys**



**Section 278 Agreement**

Scale at A1 1:200  
 Discipline Civil  
 Job No 216231-70 Drawing Status Preliminary  
 Drawing No ARUP-00-4400-GA-00-100 Issue P11





# Road Junction Safety

## Bermondsey and Rotherhithe community council area

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

**The council intends to implement double yellow lines on all junctions in the borough to improve junction visibility and facilitate access for all road users.**

We estimate there are 3000 road junctions in Southwark, approximately 2000 of which are currently protected with yellow lines. The majority of these protected junctions are located with our existing Controlled Parking Zones (CPZs). This leaves in the region of 1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers

Historically, the council has investigated and implemented double yellow lines on a case-by-case basis as and when we receive a request from a resident, waste collection or the emergency services raising concerns about vehicle and pedestrian safety or access.

This is a costly exercise as our investigations include site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings.

The process for the review of junctions is more efficient when a large number of junctions are investigated at the same time, for example by reducing the number of consultations, road safety audits and traffic orders required. This would also result in capacity to review more junctions in a shorter time frame.

There is also a strong argument that we should be taking a pro-active approach to implementing safety improvements. With the increase in demand for on street parking in Southwark we are finding an increase in inconsiderate parking at junctions and at other locations.

It is not good practice and is certainly poor value for money to implement junction protection as and when they arise. We are therefore recommending implementing junction protection in all streets in Southwark on a ward by ward basis, subject to the necessary statutory consultation.

# Road Junction Safety

## Bermondsey and Rotherhithe community council area

November 2016

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

### Grange Ward

#### Where are double yellow lines proposed?

Double yellow line are being proposed at 34 junctions as detailed in the following table, and as illustrated in figure 1

Location
Melior Street & Weston Street
Melior Street & Fenning Street
Kipling Street & Guy Street
Kipling Street & Hamlet Way
Crosby Row & Porlock Street
Kipling Street & Lockyer Street
Bermondsey Street & Black Swan Yard
Bermondsey Street & Newman's Row
Bermondsey Street & Market Yard Mews
Whites Ground & estate entrance
Druid Street & Brunswick Court
Tanner Street & Pope Street
Riley Road & Pope Street
Riley Road & Purbrook Street
Grange Walk & Griggs Place
Grange Walk & Fendall Street
Abbey Street & Malt Street
Abbey Street & Neckinger
Abbey Street & Enid Street

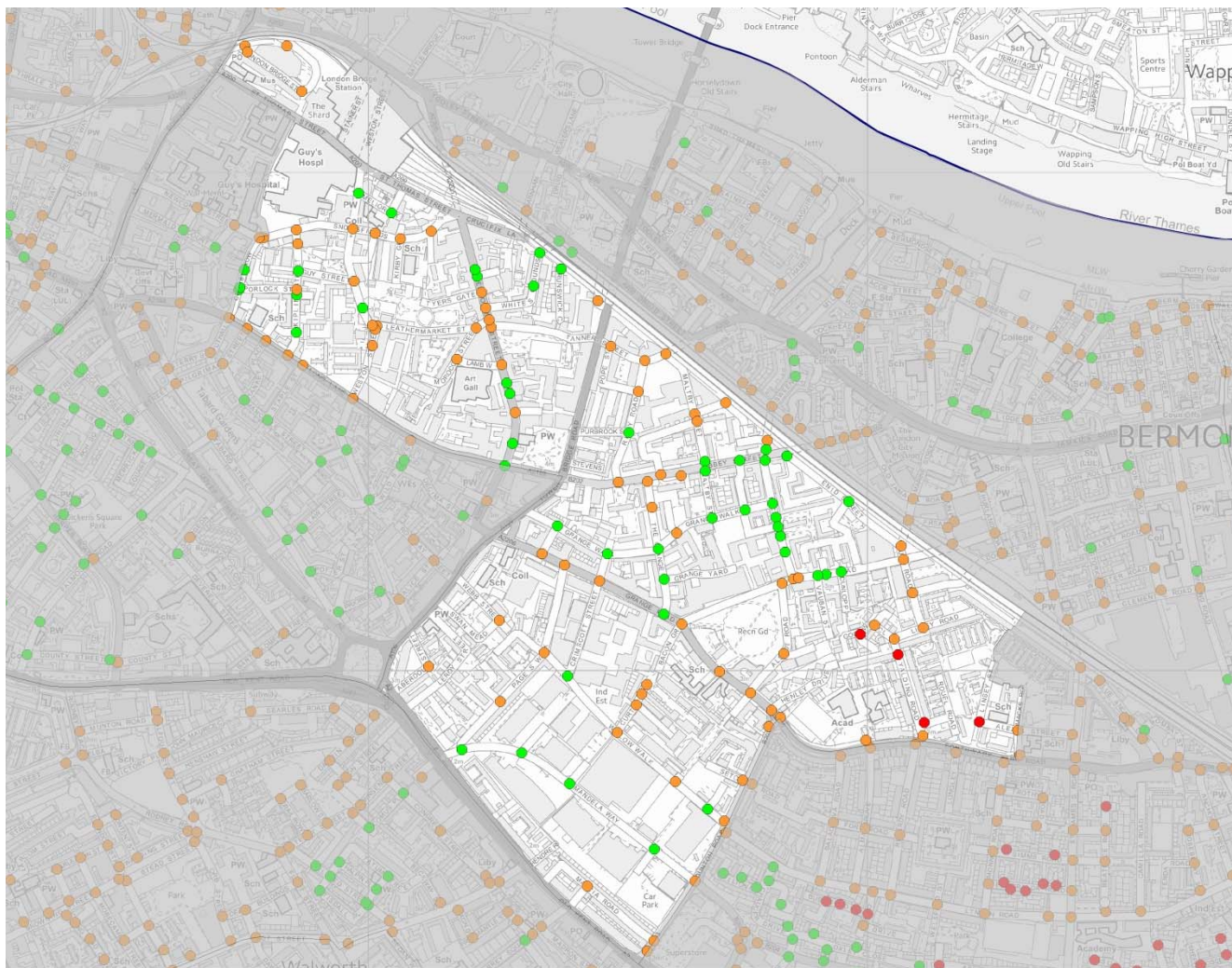
Location
Grange Walk & The Grange
Spa Road & Dunlop Place
Spa Road & Vauban Street
Alscot Road & Alscot Road
Willow Walk & Crimscott Street
Mandela Way & Pages Walk
Mandela Way & estate entrance
Mandela Way & estate entrance
Mandela Way & estate entrance
Mandela Way & estate entrance
Mandela Way & estate entrance
Willow Walk & Alscot Way
Neckinger & Arts Lane
Neckinger & Limasol Street
Neckinger & Grange Walk

\* The above locations have been derived from our mapping system, these location are shown on the overview map.

## Grange ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

Figure 1



## Livesey Ward (part)

### Where are double yellow lines proposed?

Double yellow line are being proposed at 37 junctions as detailed in the following table, and as illustrated in figure 1

Location
Peckham Park Road & estate road
Bird in Bush Road & Hereford retreat
Varcoe Road & Gerards Close
Varcoe Road & Gerards Close
Varcoe Road & Eagles Close
Bramcote Grove & Delaford Road
Delaford Road & Cranswick Road
Delaford Road & Credon Road
Cranswick Road & Barkworth Road
Barkworth Road & Credon Road
Credon Road & Verney Road
Credon Road & Ryder Drive
Masters Drive & Credon Road
Ilderton Road & Rotherhithe New Road
Ilderton Road & Rotherhithe New Road
Rotherhithe New Road & Bermondsey Trading estate
Rotherhithe New Road & Bermondsey Trading estate
Rotherhithe New Road & Jarrow Road
Rotherhithe New Road & Silwood Street

Location
Ilderton Road & Wagner Street
Ilderton Road & Hornshay Street
Ilderton Road & Surrey canal Road
Bramcote Grove & Ablett Street
Bramcote Grove & Barkworth Road
Bramcote Grove & Verney Road
Bramcote Grove & Varcoe Road
Masters Drive & Holywell Close
Masters Drive & Troon Close
Masters Drive & Belfry Close
Masters Drive & Birkdale Close
Masters Drive & Edenbridge Close
Masters Drive & St Davids Close
Masters Drive & Kingsdown Close
Silwood Street & Corbetts Lane
Rotherhithe New Road & Warndon Street
Warndon Street & estate road
Silwood Street & estate road

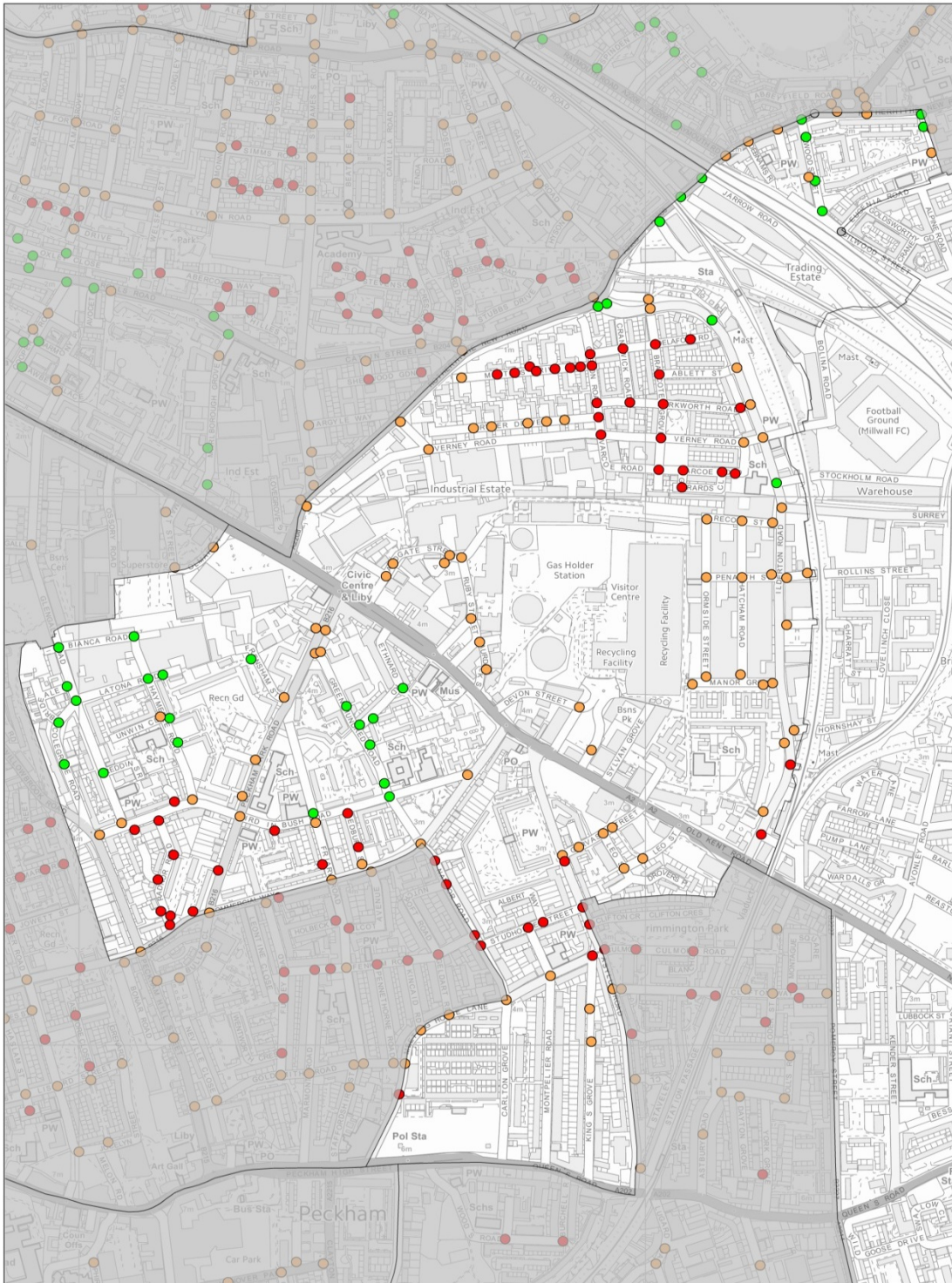
\*The above locations have been derived from our mapping system, these location are shown on the overview map

\*\*junctions that are south of the Old Kent Road will be presented to Peckham and Nunhead community council

# Livesey ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

Figure 1





## Riverside Ward

### Where are double yellow lines proposed?

Double yellow line are being proposed at 23 junctions as detailed in the following table, and as illustrated in figure 1

Location
Druid Street & White Grounds
Druid Street & Brunswick Court
Horselydown Lane & entrance to Tower Bridge Piazza
Lafone Street & Jubilee yard
Sweeney Crescent & estate entrance
Sweeney Crescent & estate entrance
Scott Lidgett Crescent & estate entrance
Scott Lidgett Crescent & East lane
Scott Lidgett Crescent & Llewellyn Street
Scott Lidgett Crescent & estate entrance
Bermondsey Wall East & Bevington Street
George Row & Flockton Street

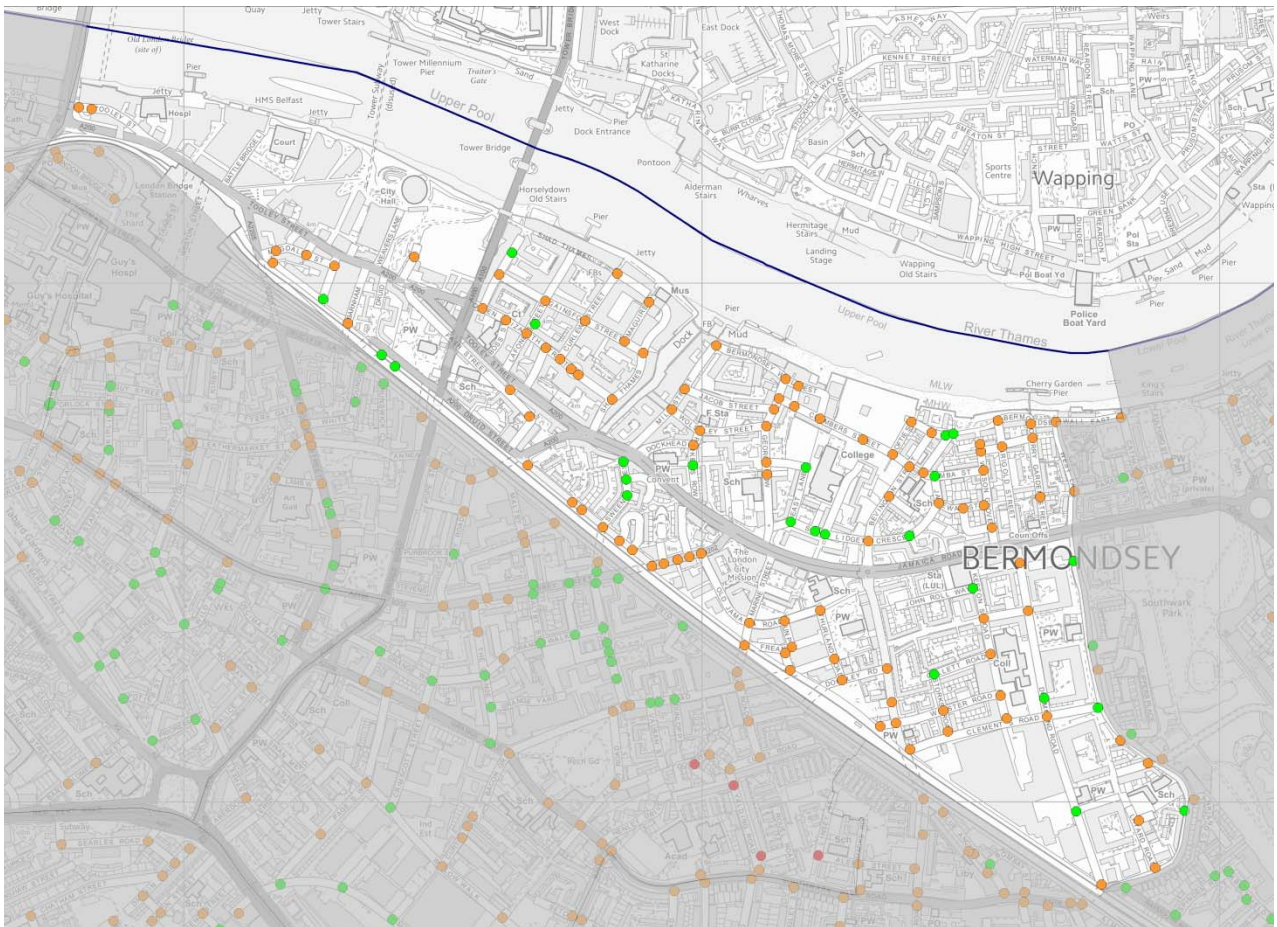
Location
Janeway Street & Janeway Place
Storks Road & Collett Road
Keetons Road & John Roll Way
Drummond Road & Marden Square
Drummond Road & Layard Square
Southwark Park Road & Stalham Street
Southwark Park Road & Clements Road
Southwark Park Road & Lockwood square
Southwark Park Road & New Place Square
Parkers Row & Estate entrance
John Felton Road & East Lane

\* The above locations have been derived from our mapping system, these location are shown on the overview map.

## Riverside ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

Figure 1



## Rotherhithe Ward

### Where are double yellow lines proposed?

Double yellow line are being proposed at 32 junctions as detailed in the following table, and as illustrated in figure 1

Location
Paradise Street & Estate entrance
Lower Road & Albion Street
Neptune Street & Moodkee Street
Neptune Street & Risdon Street
Neptune Street & Albion Street
Albion Street & Renforth Street
Renforth Street & Renforth Street
Albion Street & Clack Street
Albion Street & Temeraire Street
Albion Street & Swan Street
Swan Street & Seth Street
Marlow Way & Radley Court
Marlow Way & Chargrove Close
Marlow Way & Thame Road
Marlow Way & Hurley Crescent
Marlow Way & Cookham Crescent
Marlow Way & Bray Crescent

Location
Fishermans Drive & Greenacre Square
Fishermans Drive & Maple Leaf Square
Timber Pond Road & Archangel Street
St Elmos Road & Fishermans Drive
Southwark Park Road & Raymouth Road
Southwark Park Road & Estate entrance
Southwark Park Road & Stalham Street
Raymouth Road & Aspinden Road
Aspinden Road & Benwick Close
Aspinden Road & Abbeyfield Road
Abbeyfield Road & Mossington Gardens
Rotherhithe New Road & Silwood Street
Dock Hill Avenue & Deck Close
Deck Close & Gunwhale Close
Dock Hill Avenue & Timber Pond Road

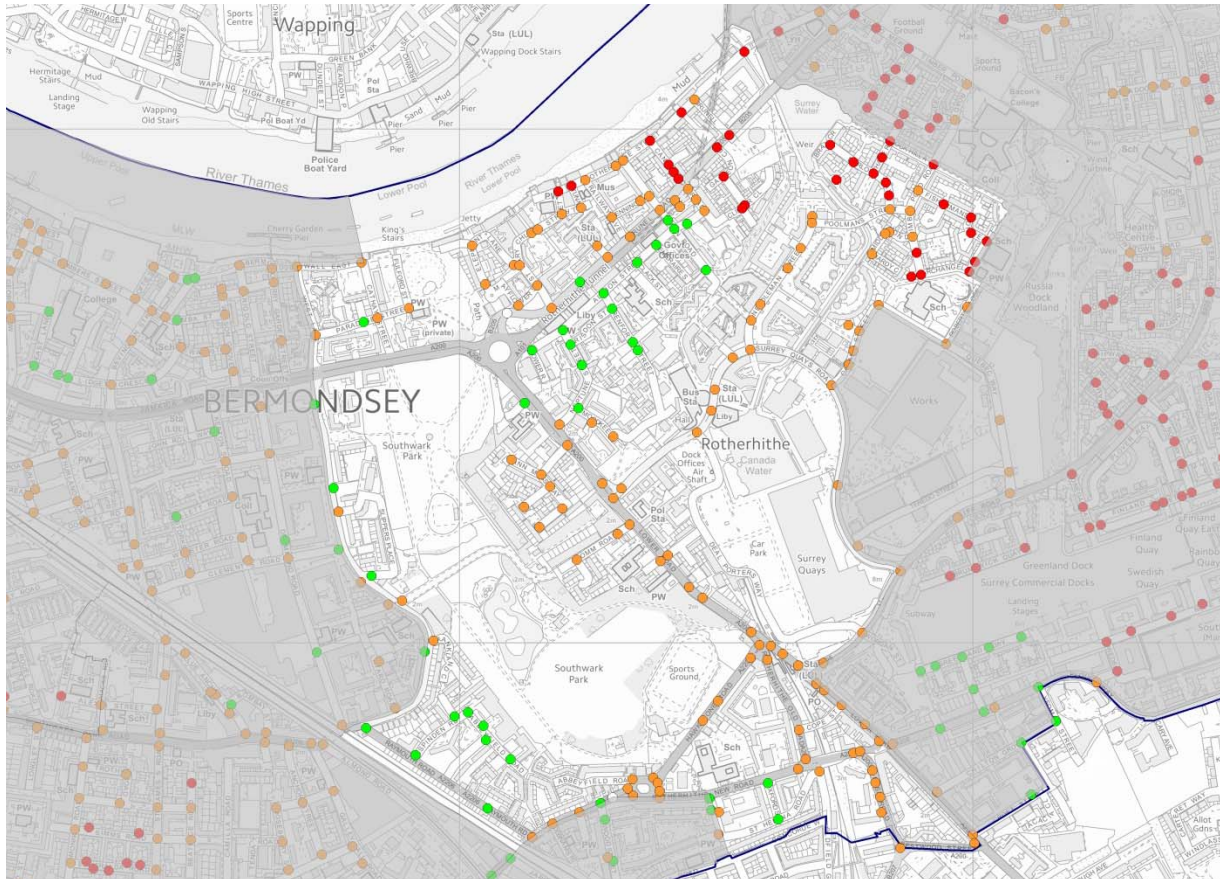
\* The above locations have been derived from our mapping system, these location are shown on the overview map

\*\* The junctions in the area bounded by zone (H) CPZ, zone (G) CPZ and the Iron Bridge are subject to a consultation the results which will be present to Bermondsey and Rotherhithe CC separately in December 2016

## Rotherhithe ward

Key	Description
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)

Figure 1



## South Bermondsey Ward

### Where are double yellow lines proposed?

Double yellow line are being proposed at 38 junctions as detailed in the following table, and as illustrated in figure 1

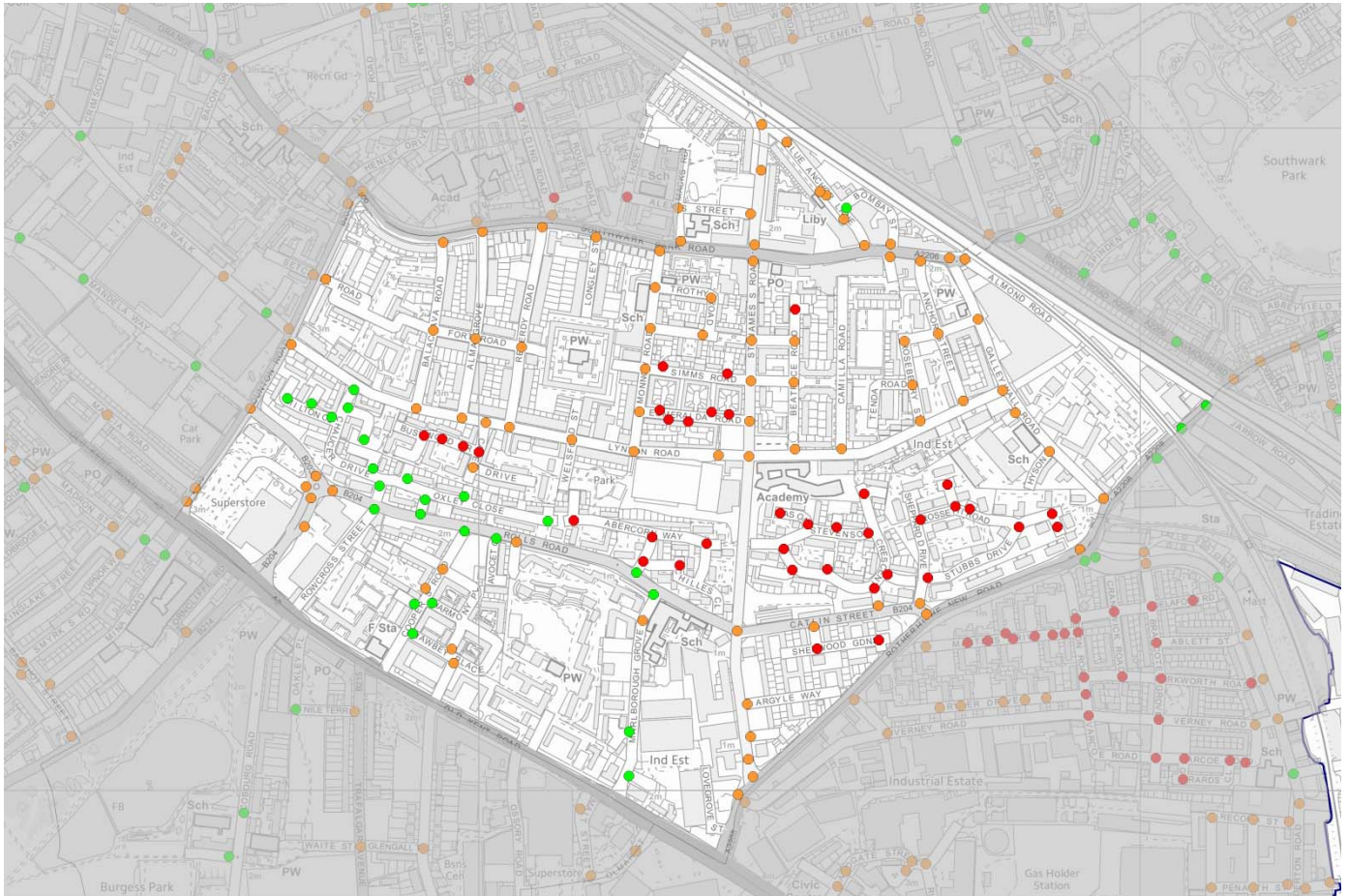
Location
Bombay Street & Blue Anchor Lane
Esmeralda Road & estate entrance
Esmeralda Road & estate entrance
Esmeralda Road & estate entrance
Esmeralda Road & estate entrance
Esmeralda Road & estate entrance
Simms Road & estate entrance
Simms Road & estate entrance
Beatrice Road & Maria Close
Lynton Road & Chaucer Drive
Chaucer Drive & Milton Close
Chaucer Drive & Longfellow Way
Milton Close & Wordsworth Road
Milton Close & Keats Close
Rowcross Street & Rolls Road
Rolls Road & Oxley Close
Oxley Close & Oxley Close
Coopers Road & Mawbey Place
Coopers Road & Harmony Place
Coopers Road & Rolls Road

Location
Rolls Road & Avocet Close
Rolls Road & Acanthus Drive
Rolls Road & Marlborough Grove
Marlborough Grove & Aindale Drive
Marlborough Grove & Six Bridges estate
Abercorn Way & Acanthus Drive
Abercorn Way & Achilles Close
Bushwood Drive & Burnham Close
Bushwood Drive & Cadet Drive
Sherwood Gardens & Sherwood Gardens
Sherwood Gardens & Sherwood Gardens
Stevenson Crescent & Weald Close
Stevenson Crescent & Mason Close
Stevenson Crescent & Stevenson Crescent
Stevenson Crescent & Stevenson Crescent
Sheppard Drive & Stubbs Drive
Sheppard Drive & Rossetti Road
Rossetti Road & Stubbs Drive

\* The above locations have been derived from our mapping system, these location are shown on the overview map

## South Bermondsey ward

Key	Description
<span style="color: red;">●</span>	Proposed double yellow lines (junction protection doesn't exist)
<span style="color: green;">●</span>	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
<span style="color: orange;">●</span>	Existing junction protection (double yellow lines)



## Surrey Docks Ward

### Where are double yellow lines proposed?

Double yellow line are being proposed at 64 junctions as detailed in the following table, and as illustrated in figure 1

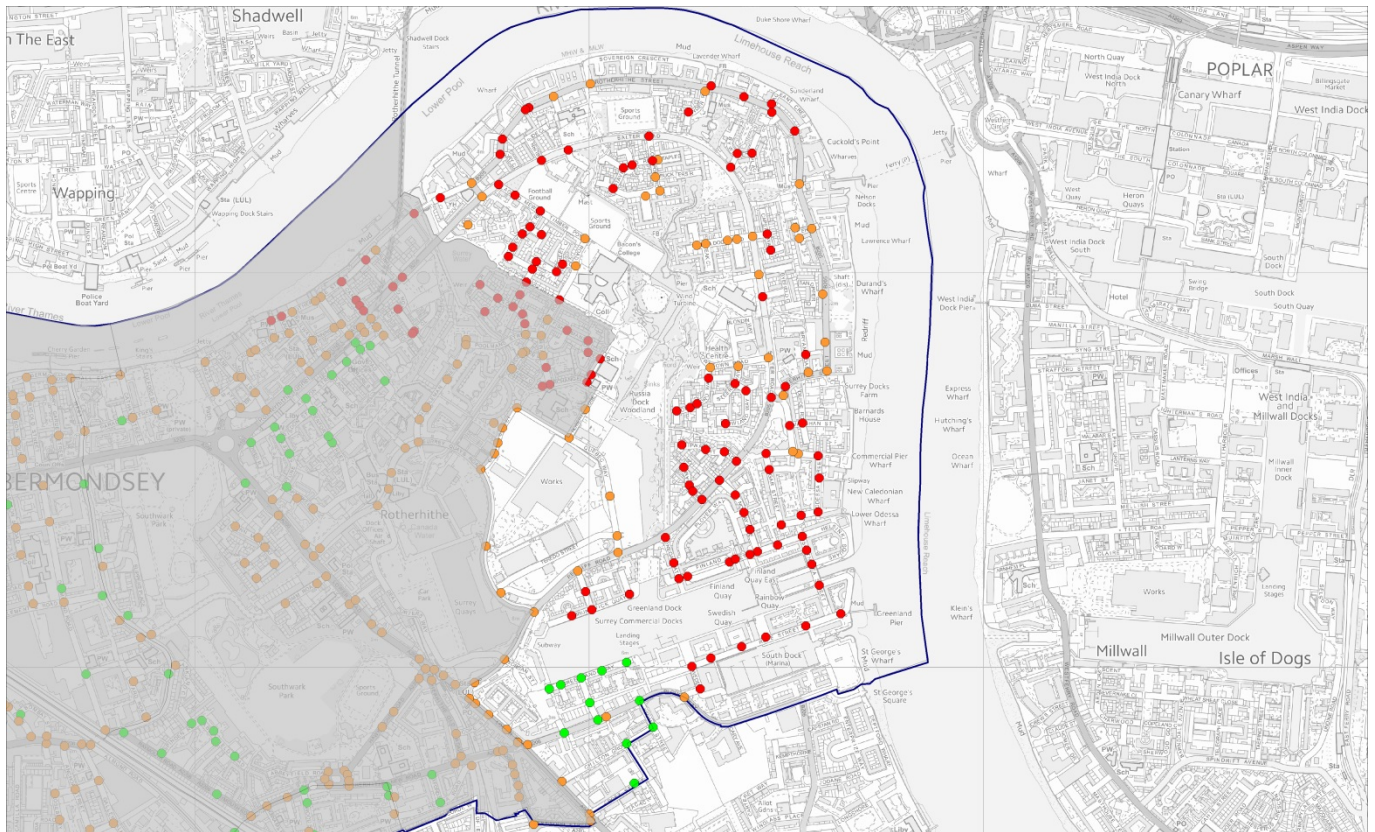
Location
Plough Way & Trident Street
Plough way & Greenland Quay
Plough Way & Yeoman Street
Yeoman Street & Chilton Grove
Chilton Grove & Croft Street
Croft Street & Woodcroft Mews
Greenland Quay & Greenland Quay
Greenland Quay & Mayflower Close
Greenland Quay & Trafalgar Close
Greenland Quay & Hornblower Close
Brunswick Quay & Brunswick Quay
Brunswick Quay & Brunswick Quay
Brunswick Quay & Brunswick Quay
Brunswick Quay & Brunswick Quay
Redriff Road & Onega Gate
Onega Gate & Plover Way
Onega Gate & Finland Street
Finland Street & Finland Street
Finland Street & Finland Street
Finland Street & Norway Gate
Elgar Street & Rotherhithe Street
Elgar Street & Gulliver Street
Gulliver Street & Odessa Street
Rotherhithe Street & Vaughan Street
Salter Road & Bayfield Close
Salter Road & Russia Dock Road
Salter Road & Lagado Mews
Lagado Mews & Leydon Close
Lagado Mews & Surrey Water Road
Surrey Water Road & Sean Close
Surrey Water Road & Midship Close
Salter Road & Burnside Close

Location
Finland Street & Helsinki Square
Finland Street & South Sea Street
South Sea Street & Rope Street
Rope Street & Princes Court
Rope Street & Rainbow Quay
Rope Street & Rainbow Quay
Rope Street & Sweden Gate
Sweden Gate & Boat Lifter Way
Norway Gate & Bergen Square
Norway Gate & Plover Way
Norway Gate & Oslo Square
Norway Gate & Redriff Road
Ropemaker Road & Farrow Place
Ropemaker Road Lovell Place
Redriff Road & Shipwright Road
Steers Way & Howland Way
Somerford Way & Hamilton Close
Somerford Way & Victory way
Somerford way & Vincents Close
Salter Road & Capstan Way
Salter Road & Bywater Place
Salter Road & Globe Pond Road
Globe Pond Road & Staples Close
Globe Pond Road & Buckters Rents
Globe Pond Road & Farrins Rents
Stave Yard Road & Globe Pond Road
Stave Yard Road & Bevin Close
Stave Yard Road & Foundry Close
Keel Close & Hull Close
Rotherhithe Street & Katherine Close
Rotherhithe Street & Bury Close
Rotherhithe Street & Byelands Close

\* The above locations have been derived from our mapping system, these location are shown on the overview map

## Surrey Docks ward

Key	Description
	Existing South Camberwell (L) parking zone
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)





## Why are double yellow lines being proposed?

- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- By introducing double yellow lines at junctions we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.
- Where there are single yellow lines on a junction this can send out mixed messages that it is acceptable to park in these locations at certain times which is why we are proposing upgrading these to double yellow lines as part of this project.
- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- It is noted that almost two thirds of cyclists killed or seriously injured in 2013 were involved in collisions at, or near, a road junction.
- Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous to vulnerable road users.

## How much yellow line will be installed on a junction?

The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines, for 7.5 meters on each arm of the junction. At some junctions, the proposed double yellow lines may extend further, i.e. where there is a dropped kerb, or a particular issue with visibility.

This reflects the Council's design standard on junction visibility (([DS114 Highway Visibility](#) and [DS 002 Yellow line and blip road markings](#)) and is sufficient to allow road users to see potential dangers in advance of the distance in which they will be able to brake and come to a stop.

As well as our internal design procedure we also consider:

- Existing laws (e.g. Highway Code [rule 243 - parking](#) is not allowed within 10m of a junction)
- National research and guidance (e.g. [Chapter 7.7 of the Manual for Streets](#))
- Stakeholder guidance (e.g. [London Fire Brigade's access guidance](#))

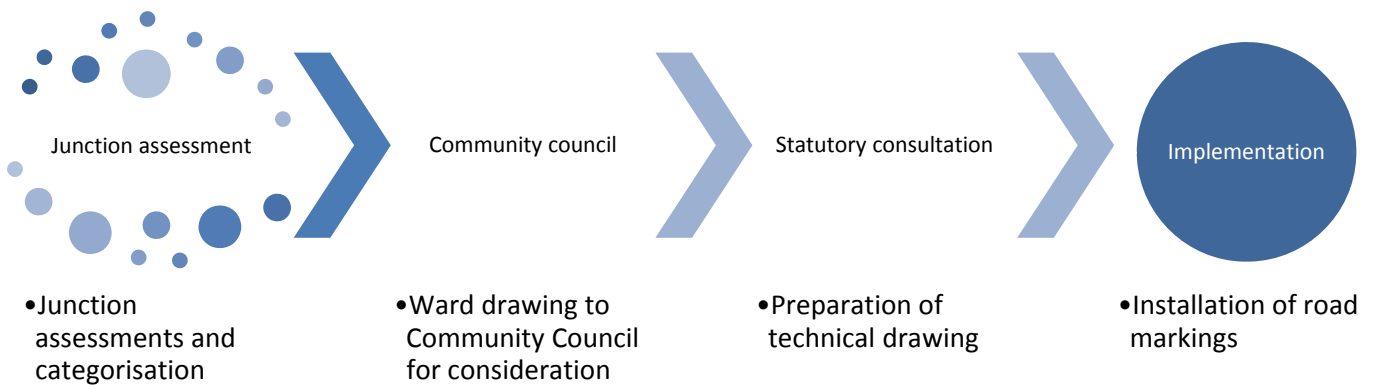
Please note that there may be some circumstances where other proposals come forward for junctions within the study area. In any such situation the proposals here will be superseded if other proposals are implemented.

## What happens next?

Officers will contact members with a list of all road junctions prior to statutory consultation and if members feel that there is a road junction that does not require double yellow line protection, they should contact officers advising on the exact location and reasoning's why it should not be taken forward.

The process and the expected delivery dates to implement double yellow lines on all junctions within the ward are detailed below. The below timetable will be lengthened/amended should objections to the statutory consultation process be received, since such objections will need to be determined by the Community Council at a future meeting.

### Process and expected delivery dates



Wards	Expected delivery dates			
	Junction assessments	Community council	Statutory consultation	Implementation
Grange, Livesey (part), Riverside, Rotherhithe, South Bermondsey, Surrey Docks	August 2016	November 2016	Spring 2017	Summer 2017

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 7 December 2016	<b>Meeting Name:</b> Bermondsey and Rotherhithe Community Council
<b>Report title:</b>		Reallocation of Neighbourhoods Fund 2016-17	
<b>Ward(s) or groups affected:</b>		Riverside	
<b>From:</b>		Director of Communities	

### RECOMMENDATION

1. That the Bermondsey and Rotherhithe Community Council authorises the Shad Thames Area Management Partnership (STAMP) to use an underspend of £700 from their 2016-17 Neighbourhoods Fund (NSF) grant to fund revenue costs of another local project, Shad Thames Green wall.

### BACKGROUND INFORMATION

2. As part of the NSF 2016-17 decisions, STAMP was awarded a grant of £1,965 to hold the Shad Thames Trail (Points of View project).
3. Due to securing further funding, STAMP now has an underspend of £700 and the group would like this money to be spent to fund some revenue costs associated with a CGS 2015 project, Shad Thames Green Wall. The funding will be used for maintenance costs associated with the green wall and will be required to meet the NSF usual monitoring and evaluation process.
4. The chair of Bermondsey and Rotherhithe Community Council and Riverside ward councillors have been consulted on this matter.
5. The NSF was introduced in 2015 by merging two former revenue programmes known as cleaner, greener, safer (CGS) revenue fund and the community council fund (CCF).
6. The NSF has a borough-wide funding budget of £630,000 with an allocation of £30,000 per ward.
7. The purpose of introducing the NSF was to give community councils decision making powers over significant amounts of revenue funding, that they could allocate to meet locally determined priorities.

### KEY ISSUES FOR CONSIDERATION

8. The community councils will use the criteria set out below for the allocation of this funding.
  - a. Creating opportunities for people from different backgrounds to get on well together; (e.g. community cohesion)
  - b. Establishing projects which treat each other with respect and consideration (e.g. being a good neighbour, inter-generational contacts)
  - c. Encouraging residents to be responsible for their own neighbourhood (e.g. community clean-ups; volunteering initiatives)

- d. Specific measures to enhance a neighbourhood's environment (e.g. increased cleaning)
9. A community council may choose to allocate some of their NSF resources to their CGS capital allocations.
  10. Subject to the availability of resources, the NSF may be used to 'buy' services from the council.
  11. As with any executive decision taken by community councils this decision is subject to the council's existing scrutiny arrangements.

### **Community impact statement**

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective of community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared mutual interest.
14. The allocation of the Bermondsey and Rotherhithe NSF will, in the main, affect the people living in the Bermondsey and Rotherhithe community council area. However, in making the area a better place to live and improving life chances for local people, Bermondsey and Rotherhithe NSF activities will have an impact on the whole of Southwark.
15. The NSF is an important tool in achieving community participation and cohesion.
16. In fulfilling the objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under the Equality Act 2010 ("the 2010 Act") which requires the council to have due regard when taking decisions to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it; and
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
17. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. In this process there are no issues that contravene the 2010 Act.
18. Having due regard to the need to advance equality of opportunity is further defined in section 149 of the 2010 Act as having due regard to the need of:
  - Remove or minimise disadvantages connected with a relevant protected characteristic.
  - Take steps to meet the different needs of persons who share a relevant protected characteristic.
  - Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under- represented.

- Due consideration was given to an equalities impact assessment during the design of this awards process and no adverse impact was evident.

### **Resource implications**

19. None.

### **Consultation**

20. Neighbourhoods fund projects may require consultation with stakeholders, including the project applicant, local residents and tenants and residents associations where applicable.

### **Financial implications**

21. None.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Democracy**

22. The allocation of the neighbourhoods fund is an executive function. The Local Government Act 2000 ('the 2000 Act') gives the Leader the power to delegate any executive function to whoever lawfully can undertake the function, including "area committees". Community councils are "area committees" within the meaning of the 2000 Act. The council's constitution (Part 3H) provides that community councils have delegated authority to take decisions in relation to the neighbourhoods fund.
23. The Localism Act 2011 gives councils a general power of competence to do anything that individuals generally may do. This power can be used even if legislation already exists that allows a local authority to do the same thing. However, the general power of competence does not enable a local authority to do anything which it is restricted or prevented from doing under previous legislation.
24. The general power of competence includes the power to:
- (a) incur expenditure
  - (b) give financial assistance to any person
  - (c) enter into arrangements or agreements with any person
  - (d) co-operate with or facilitate or co-ordinate the activities of any person
  - (e) exercise on behalf of any person any functions of that person; and
  - (f) provide staff, goods, services or accommodation to any person.
25. The provision of funding under the NSF falls within the scope of the kind of activities the council can undertake under the general power of competence.
26. In allocating funding under the NSF community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs 16, 17 and 18 of the report.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Neighbourhoods Fund Report IDM, 12 December 2014	160 Tooley Street, London SE1 2QH	Forid Ahmed 0207 525 5540
Neighbourhoods Fund 2016/17 awards	160 Tooley Street, London SE1 2QH	Forid Ahmed 0207 525 5540

**APPENDICES**

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

**AUDIT TRAIL**

<b>Lead Officer</b>	Stephen Douglass, Director of Communities	
<b>Report Author</b>	Forid Ahmed, Community Council Team Leader	
<b>Version</b>	Final	
Dated	21 November 2016	
Key Decision	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	21 November 2016	

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Councillor Evelyn Akoto	1		
Councillor Stephanie Cryan	1		
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