

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

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

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

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