

**Public questions received at the  
Borough, Bankside and Walworth Community Council  
on 5 October 2016**

Question	Response
<p>I have concerns about dog faeces on the pavements around Faraday Ward.</p>	<p>In common with all wards throughout Southwark the cleaning service deploys both street sweepers and litter pickers to remove dog mess from the streets in Faraday ward. The primary responsibility falls on the litter pickers as they visit each street on alternate days Monday to Saturday with some streets scheduled for a Mon/Weds/Friday visit and the remainder with a Tue/Thurs/Saturday visit, litter pickers are issued with specialist kit that allows them to pick up dog waste in a hygiene and safe manner.</p> <p>The council's street sweeping teams also remove dog waste when they undertake their four weekly manual sweep of the streets.</p> <p>Primary retail areas such as Walworth road receive a heightened level of cleansing which entails a continual daily cleaning presence from 06:00 to 18:00 (Monday to Saturday) and 06:00 to 13:00 (Sunday).</p> <p>Levels of dog fouling are assessed in the street cleaning surveys that take place three times per year, each survey takes in seven wards which ensures every ward is surveyed once per year. The results for dog fouling in Faraday ward for the past 5 years are as follows :</p> <ul style="list-style-type: none"> <li>• 2012/13 - Of the 54 roads surveyed none were found to have dog fouling present</li> <li>• 2013/14 - Of the 50 roads surveyed only 2 (4%) were found to have dog fouling present</li> <li>• 2014/15 – Of the 50 roads surveyed only 1 (2%) were found to have dog fouling present</li> <li>• 2015/16 – Of the 50 roads surveyed none were found to have dog fouling present</li> <li>• 2016/17 – Yet to be surveyed.</li> </ul>
<p>How can the Council stop rat running down Lancaster and Webber Street?</p> <p>Nearly all of the traffic that passes down Lancaster Street and Webber Street is through-traffic. It has no origin or destination in the area, it is just using these streets to rat-run and avoid the larger arterial roads which are designed for City Sprint Vans, HGVs, and Ubers.</p>	<p>Council officers have arranged to meet with Cathedrals ward Councillors on a range of traffic-related issues in more minor roads in the area, including these two streets, in the next few weeks. Following this initial meeting community members can be updated on further planned actions and any outcomes. Traffic movement in the area has been affected by the delivery of the North-South cycle superhighway, which will undergo full monitoring in Spring 2017.</p>

Both these streets are residential, and Webber Street even has a school on it near it's junction with Lancaster Street. Given this, will the Council agree to investigate whether some form of road system change could remove some, or indeed all, of this through traffic?

There is no one solution to this, but possible solutions could include making one or both streets one-way to motor traffic, or using bollards to block off one end of either of the roads, or to block off the middle of either of the roads. For instance if you installed a few bollards in the middle of Lancaster Street those residents on the southern end of the street would have access via Borough Road, and those residents on the northern end of the street would have access via Webber Street. However, it would be impossible for through-traffic to use Lancaster St as the cut-through it currently is, and pollute and congest the area by so doing

How can the council reduce HGV rat running on John Ruskin Street?

I would like to draw attention to the increased traffic flow, particularly HGVs and mail-order delivery vans, along John Ruskin Street in recent months. I have sent NLE an email, copied to the relevant Lambeth Councillor and MPs Harriet Harman and Kate Hoey, noting this use of John Ruskin Street as a rat-run-cum-shortcut due to works at Elephant & Castle and at Vauxhall Cross. NLE was good enough to telephone me; the others have maintained silence and need prompting to respond. My email suggested that it was, perhaps, time to close John Ruskin Street at the Walworth Road end: this is where there is a school. It is important to note that the street is entirely residential: it is not a commercial road. There is a 20mph restriction in place, with signs only at the Camberwell New Road and Walworth Road ends of the street; and speed humps over which HGVs and delivery vans speed, or slow down and then rev up and away from creating ground shake, a lot of noise and pollution. While these vehicles may not be directly related to the works at Kennington Park Place I believe they are

John Ruskin Street is not an identified route for Northern Line Extension (NLE) construction traffic. The council will monitor any transgressions and is working closely with the NLE team. Officers will liaise with the Police and request speed enforcement on John Ruskin Street in the next quarter. Councillors and officer also met in the week starting 7 November. Officers agreed to investigate the complaints, collect more data and provide a report with options for residents and the council to consider by the end of the year. The key issue is HGVs and speeding making the area unsafe – especially during the school run times.

<p>the result of non-stop work and changes to traffic layout at Elephant &amp; Castle and at Vauxhall Cross, both part of the NLE and TfL plan. The traffic tailing back along Walworth Road and Camberwell New Road have never been as bad as they are at present but there is no reason that this should impact negatively on an otherwise peaceful, pleasant residential oasis. In the short term, while discussions regarding blocking off one end are set up, the 20mph limit could at least be enforced more obviously: more signs including road markings. My earlier email to NLE pointed out that 20 or so years ago the John Ruskin Street residents had successfully campaigned to stop HGVs using the street. NLE, TfL and Lambeth and Southwark Councils need to enforce that ruling.</p>	
<p>I am concerned about car/traffic preference at the junction of East St and Portland St on market days, particularly Friday, Saturday and Sunday's, and speeding along Portland street</p>	<p>Officers note the concerns about vehicular traffic given priority at East Street / Portland Street junction, particularly on market days, and traffic speed on Portland Street.</p> <p>The proposed Elephant &amp; Castle to Crystal Palace Cycle Quietway (QW7) traverses Portland Street and its junction with East Street.</p> <p>East Street / Portland Street junction - the proposals for this junction is to:</p> <ul style="list-style-type: none"> <li>• Give priority to pedestrians by changing existing give-way markings</li> <li>• Accentuate pedestrian presence by using existing buff colour surface solely on East Street</li> <li>• Improve visibility for all road users by removing existing two waste compactors which obscures visibility for pedestrians and drivers approaching the junction.</li> <li>• Improve effectiveness of existing traffic calming on approach to East Street market from Portland Street.</li> </ul> <p>Portland Street The existing speed cushions on Portland Street will be replaced with evenly spaced sinusoidal humps which are more effective in reducing traffic speed and encourage steady driving. Post implementation traffic speed data collected as part of the QW7 project indicates speeds are not very far from the 20mph limit.</p> <p>The QW7 works are programme to commence next year.</p>

	<p>Officers will continue to monitor traffic speeds in this area as part of post monitoring programme for the Quietway scheme.</p>
<p>Spitting in the street and on the pavements in Faraday ward.</p>	<p>The council currently has no powers to enforce against individuals who are spitting, though there are provisions, if they were to be spitting out chewing gum or other chewable items. This specific offence fall under the Environmental Protection Act offences for littering and an fixed penalty notice can be issued for this offence.</p> <p>Spitting as a whole is however, is currently being looked into with a view to possibly incorporating it into new powers that are being considered, although that the process for the introduction of these powers is very much in its infancy.</p> <p>The main problem in terms of enforcing against spitting within such a diverse borough as Southwark, is that there are cultural differences and certainly within some groups, spitting is an entirely normal and part of day to day culture. That being said, officers are live to the fact that it could pose a health and safety concern, but also is not condoned by every group and as such it will form part of the discussion in considering the new powers.</p>
<p>Voting in neighbourhood area planning referendums (raised at the meeting on 29 June 2016).</p>	<p>A person is entitled to vote if at the time of the referendum, they meet the eligibility criteria to vote in a local council election for the area and if they live in the referendum area.</p> <p>The starting position is that the referendum area directly aligns with the boundary of the Neighbourhood Area. However, at the examination stage of the neighbourhood plan, the Localism Act requires the independent examiner to consider whether the area for any referendum should extend beyond the designated neighbourhood area. If the independent examiner recommends that the referendum area should be extended they also have to recommend what the extended area should be. The council then has to make a decision on the referendum area that is informed by the examiner's conclusions and other factors such as existing electoral boundaries.</p> <p>The referendum is arranged and undertaken by the council. Where possible, the council may undertake the referendum at the same time as other polls.</p>
<p>Can a pedestrian light be installed at the junction of the Old Kent Road and East Street, as that crossing is dangerous?</p>	<p>Officers have raised this matter with TfL. TfL officers have confirmed they are already in the process of conducting feasibility studies for provision of pedestrian phasing at this location although it is too early to comment on the outcome of that work. Any prospective works remain subject to feasibility, funding, and</p>

	<p>necessary approvals.</p>
<p>Could there be a full road closure on Harper Road?</p>	<p>Harper Road is a classified road. Any proposal to close it to through traffic would require a detailed modelling exercise to understand the impacts and to ensure any proposed changes do not have a negative impact elsewhere. Full consultation including on a likely 'de-classification' would be required. Officers continue to engage with the local community and with TfL following the monitoring of changes to traffic patterns as a result of other significant highway changes in the area (including Elephant and Castle northern roundabout removal).</p>
<p>Who gives out permits for out-of-hours work to developers, like putting up hoardings? Residents should be able to double-check the genuineness of the letters they are sometimes presented with.</p>	<p>Officers assume that construction site being referred to is the Heygate redevelopment, therefore Lend Lease are the principal contactor undertaking the construction works.</p> <p>The permitted noisy construction hours for this site are 08:00 – 18:00 Monday to Friday, 08:00 – 13:00 on Saturdays.</p> <p>If the construction site require to undertake noisy works outside of the above stated hours, an application is required to be made to the Environmental Protection Team (EPT) for an 'Out of Hours' (OOH) working permission. If the application is considered acceptable, EPT will grant permission for the OOH works. A condition of most OOH permission is that the developer must do a letter-drop to the neighbouring residents to inform them of the planned works and forewarn of any potential disturbance.</p> <p>If residents have a general query or a complaint with regards noise, vibration or dust disturbance from a construction site, or indeed to query the genuineness of an out of hours permission, they should contact:</p> <p><a href="mailto:environmental.protection@southwark.gov.uk">environmental.protection@southwark.gov.uk</a></p> <p>If the disturbance is happening at the time, residents are advised to log a complaint with Southwark's reactive Noise &amp; Nuisance Team. An officer will then look to visit the site to investigate. More information on the service can be found at:</p> <p><a href="http://beta.southwark.gov.uk/noise-and-antisocial-behaviour/how-to-report-a-noise-problem">http://beta.southwark.gov.uk/noise-and-antisocial-behaviour/how-to-report-a-noise-problem</a></p>
<p>What is being done to stop John Ruskin Street being used as a thoroughfare? Can the street be narrowed to only let through cars?</p>	<p>Officers have recently met with community representatives on John Ruskin Street. Surveys have been undertaken to understand the scale of any problem. There is no funding identified for any change and any such change would need careful modelling to consider the wider impact, and full consultation with the</p>

	community.
<p>What information are Southwark using to understand current cycling and how are they estimating increased cycling activity? We would like to understand the assumptions and how this affects parks and especially Burgess Park.</p>	<p>To understand cycling levels, as part of the council's strategic monitoring programme, each year the council undertakes traffic count surveys at set locations which includes analysing cycling movements. This is complemented by a range of other London analysis undertaken by TfL including the London travel demand survey, cyclist counts at river crossings, ad hoc counts (including monitoring of cycling schemes). Collectively this data is used to track trends and assess cycling levels.</p> <p>It should be recognised that the data collected on roads encompasses all cyclists. The London travel demand survey is a travel survey and assessment is based on residential address and so represents the level of cycling of those living within the borough.</p>
<p>The amount of rubbish being left by the shops after the rubbish men have been is outrageous, causing rats and is constantly set alight. What is being done about this? [Walworth Place]</p>	<p>The council's cleaning service is currently working with colleagues from markets and street trading, highways, CCTV and environmental enforcement to deal with the problem of fly tipping at the compactor site at Walworth Place. In the short term, where evidence can be obtained, enforcement action is being taken against those who are caught fly tipping at the site. Consideration is being given to how the fly-tipping problem can be resolved in the longer term in a way that would be self-sustaining and less reliant on scarce monitoring and enforcement resources. Any proposals for a long term solution will be shared with the Borough, Bankside and Walworth Community Council in due course.</p>