

<b>Item No.</b> 8.1	<b>Classification:</b> Open	<b>Date:</b> January 27 2010	<b>Meeting Name:</b> Council Assembly
<b>Report title:</b>		Report back on motions referred to executive from council assembly	
<b>Ward(s) or groups affected:</b>		All	
<b>From:</b>		Executive	

**MOTION FROM MEMBERS IN ACCORDANCE WITH COUNCIL PROCEDURE RULE 2.9 (6) – PEDESTRIAN SAFETY AT JUNCTION OF LORDSHIP LANE AND DULWICH COMMON**

Executive on December 15 2009 considered the following motion referred from council assembly on November 4 2009 which had been moved by Councillor Lewis Robinson and seconded by Councillor Kim Humphreys:

That council assembly notes:

1. The long standing calls by College Ward councillors and local residents, particularly the elderly of the Lordship Lane Estate, for the introduction of a “pedestrian phasing” of the traffic lights at the junction of the South Circular with Lordship Lane at Dulwich Common.
2. The council traffic survey commissioned by College Ward councillors through cleaner, greener, safer funding which concluded that the most effective way to improve pedestrian safety and reduce car collisions at this junction was the introduction of “pedestrian phasing” amongst other measures.
3. Following the survey the description of this junction in local newspapers as “Is this the most dangerous junction in Southwark?” (Southwark News).

That council assembly welcomes:

4. The commitment now given by Transport for London (TfL) under the new London Mayor that a “pedestrian phasing” will now be introduced at this junction in the next 12 months.
5. The recent petition of local residents organised by College Ward councillors which calls on TfL to recognise the importance of making this junction as safe as possible and to bring forward the “pedestrian phasing” forward in their work programme at the earliest opportunity.

That council assembly requests the executive to:

6. Make the appropriate representations to TfL in support of ward councillors to ensure that these works are brought forward at the earliest opportunity in the next 12 months and coincide with upgrading the lights to ease any potential traffic congestion.

We agreed the motion.

## **MOTION FROM MEMBERS IN ACCORDANCE WITH COUNCIL PROCEDURE RULE 2.9 (6) – SOUTHWARK COUNCIL HOUSING**

Executive on December 15 2009 considered the following motion referred from council assembly on November 4 2009 which had been moved by Councillor Ian Wingfield and seconded by Councillor Martin Seaton and subsequently amended:

1. That council assembly notes in a draft of the housing strategy a £700 million gap in the funding for the executive's Southwark decent homes programme was reported. It notes the omission of this figure in the housing strategy agreed by the executive as further work is still being carried out as part of the stock condition survey.
2. That council assembly regrets the large number of homes classified as non-decent in Southwark and notes that the housing strategy recognises this is a problem across all sectors with more than a third of housing association homes classified as such. Council assembly further notes that Southwark has far more council housing than any other London borough.
3. That council assembly reaffirms its support for the settled view of Southwark tenants that:
  - a) they wish to remain as tenants of the council
  - b) that the government's so-called decent homes standard is an inadequate and insufficient standard for Southwark's homes
  - c) when refurbishment takes place the work should be comprehensive and take into account landlord obligations, decent homes and other improvements, rather than simply reflect artificial, piecemeal and partial government targets.
4. That council assembly regrets the continued restrictions imposed on the council by government that prevent it meeting the legitimate aspirations of tenants and leaseholders and its failure to provide any additional funding for fire safety work.
5. That council assembly welcomes the review of the housing revenue account (HRA) by the Communities and Local Government department, particularly over suggestions that power will be returned to local government over rent incomes and capital receipts and supports London Councils in its view that "where an exceptional need to spend is identified, certain local authorities should have their level of debt reduced so as to create additional headroom for local prudential borrowing", but awaits detailed proposals with concern given the government's recent record on housing finance.
6. That in addition council assembly calls on the executive to launch a campaign to persuade the government to recognise Southwark's unique position and look at other solutions, excluded from the HRA review, and allow the council to invest in its homes through a combination of:
  - a) Writing off historic debt – particularly for estates that have been demolished or redeveloped
  - b) Allowing the council to remortgage parcels of its debt at the current competitive rates
  - c) Allowing the council a temporary "debt holiday"
  - d) Lifting the restrictions on the use of receipts from planning gain
  - e) Giving councils full control over their rent and other income.

We deleted the word 'crisis' from the motion heading. Subject to this amendment the motion was agreed.

#### **MOTION FROM MEMBERS IN ACCORDANCE WITH COUNCIL PROCEDURE RULE 2.9 (6) – FREEDOM PASS CUTS**

Executive on December 15 2009 considered the following motion referred from council assembly on November 4 2009 which had been moved by Councillor David Noakes and seconded by Councillor Tim McNally and subsequently amended:

1. That council assembly notes the Labour government review of the last year of the 3-year special grant for concessionary fares to support the introduction of the English national concession which has resulted in London losing £28.6 million from the funding it had already been promised.
2. That council assembly condemns this decision for the following reasons:
  - a) It means the council is likely to lose around £1,000,000 of already promised central government funding in 2010-11.
  - b) It goes against sensible financial planning as the government is proposing unilateral changes to the final year of a three year funding settlement.
  - c) The announcement is very late and creates huge uncertainty for London boroughs in dealing with Transport for London (TfL) by the end of December.
3. That council assembly notes with anger that every other urban area in the country will receive a 100% subsidy from the Labour government for the cost of elderly and disabled travel, while London council taxpayers will have to contribute between one half and a third of the cost of the scheme in the capital.
4. That council assembly supports the view of London Councils' Chairman, Councillor Merrick Cockell, who said earlier today: "The government's decision at this late stage to renege on the deal they had already agreed is absolutely stunning and will be met with anger across the capital."
5. That council assembly calls on the executive members for resources and health and adult care to write to the Minister for London and the Junior Transport Minister, Sadiq Khan, in the strongest possible terms, to express its anger and demand that London boroughs get a fair deal.
6. That council assembly calls on the executive to use all appropriate means to publicise this funding withdrawal, particularly among Southwark residents applying for freedom passes.

We agreed the motion.

#### **MOTION FROM MEMBERS IN ACCORDANCE WITH COUNCIL PROCEDURE RULE 2.9 (6) – SAVE THE SOUTH LONDON LINE**

Executive on December 15 2009 considered the following motion referred from council assembly on November 4 2009 which had been moved by Councillor Caroline Pidgeon and seconded by Councillor Barrie Hargrove:

1. That council assembly notes the importance of the current South London Line rail service between London Bridge and London Victoria via four stations in Southwark to the residents, businesses and public services of Camberwell, Peckham and South Bermondsey.

2. That council assembly notes that under the current proposals to end the operation of the South London Line, Denmark Hill and Peckham Rye stations would lose half of their daytime services to London Victoria and have no service at all to Victoria at evenings or on Sundays. It further notes that Denmark Hill station will lose all direct services to London Bridge.
3. That council assembly further notes the vital importance of the service for helping some of the borough's most vulnerable residents access health services at Guy's Hospital, King's College hospital and The Maudsley.
4. That council assembly recognises that residents in areas such as Peckham Rye and East Dulwich continue to be poorly served by public transport despite the efforts of the council to secure the implementation of the Cross River Tram.
5. That council assembly notes and welcomes the fact that retention of a direct Victoria to London Bridge service will be considered as part of the Transport for London (TfL) / London Travelwatch study into the options for the future of the South London Line.
6. That council assembly notes that TfL and Department for Transport (DfT) agreed that £24m Department for Transport funding intended for a new London Victoria-Bellingham service be diverted to the provision of East London Line Extension Phase 2.
7. That council assembly strongly believes that this borough needs both the East London Line Extension and the South London Line. This is not an either or debate.
8. That council assembly calls on the Department for Transport to provide the funding necessary to provide platform capacity for the service at London Bridge station as part of its redevelopment.
9. That council assembly congratulates the community and cross-party campaign against the threat to the South London Line services on its high-profile and effective activities to date, and re-affirms its own commitment to the campaign.
10. That council assembly calls on the executive to seek a written assurance from TfL that the retention of direct Victoria-London Bridge services is being considered as part of the South London Line Options Study.
11. That council assembly calls on the responsible executive member to meet with Network Rail and the Department for Transport at the earliest opportunity to put the case for the revision of the plans for London Bridge station so that it is developed to its full capacity, including terminating platforms for the South London Line.
12. That council assembly requests that the executive works in conjunction with the leaders of all political groups on Southwark Council to ensure the strongest representations continue to be made to the Department for Transport, London Mayor, Network Rail, the Minister of Transport and Minister for London to retain the South London Line service.

We agreed the motion and noted that some of the issues have been addressed as part of the council's response to the Mayor's draft transport strategy considered at our meeting on December 15 2009.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Executive agenda and minutes – December 15 2009	Constitutional Team, 160 Tooley Street, London SE1 2TZ	Paula Thornton 020 7525 4395

## AUDIT TRAIL

<b>Lead Officer</b>	Ian Millichap, Constitutional Manager	
<b>Report Author</b>	Paula Thornton / Everton Roberts, Constitutional Team	
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