

# South Bermondsey Station



## Introduction

The project to provide safety improvements surrounding South Bermondsey station commenced in 2002 and has been taken forward through seven separate phases as detailed below.

Phase	Detail of works	Current status
One	Lighting upgrade, fencing upgrade and provision of customer information boards	Completed in late 2002
Two	Installation of help point on station walkway	Completed in September 2007
Three	Installation of five CCTV units	Ongoing awaiting EDF connections
Four	Improvements to ramp entrance to station and resurfacing of western walkway	On holding pending completion of phase two
Five	Replacement of cycle parking facilities adjacent Rotherhithe New Road	To follow phase three.
Six	Environmental improvements to car park, including resurfacing, redesign of car park, landscaping, etc	Preliminary design completed, waiting detailed costing.
Seven	Opening of disused rail bridge	Part funded in 2007/08 by the London Cycle Network plus. Additional and supporting funds currently sought through Sustrans and their National lottery-funding bid to the living landmarks programme.

## Background

Following the decision of the Mayor to introduce a congestion charging scheme (CCS) for central London, Transport for London (TfL) accepted requests for the funding of London local authority traffic management schemes which were required either directly, to allow implementation of the congestion charging, or to mitigate foreseeable and unreasonable actual or potential adverse effects on communities resulting from the implementation of the scheme.

In 2002, officers sought funding through this programme to carry out a package of works to improve the environment in the vicinity of South Bermondsey station. At the time, the scheme was originally due to be pooled with a 2002/3 ILIP programme, to create a new signalised junction north of the station at the junction of Rotherhithe New Road with Galleywall Road. The investigation showed that such a scheme would have to be integrated with a new pedestrian stage at the junction of Rotherhithe New Road and Ilderton Road. Unfortunately, due to poor sight lines and a number of technical issues this scheme was abandoned.

In July 2002, officers contacted local councillors and representatives highlighted that a small amount of funding had become available from TfL through the congestion charging fund and that this could fund improvements surrounding the station. From this, the two key major areas of concern raised related to safety and policing of the area, particularly on match days (25 days pa.)

In mid 2002, upgrade works were carried out to the pathway to a cost of approximately £8,500 that was provided by TfL. This was the first phase of the work as the lighting needed to be in place prior to the CCTV being installed. This was to ensure that there are sufficient lighting levels for the cameras to work properly. Both Network Rail (formerly Railtrack (owners of the pathway)) and Southern railway (formerly South Central (the train operator and station owner)) approved the initial design of the lighting scheme. No public consultation was undertaken as this was an upgrade improvement and the new design did not adversely affect local residents.

Public consultation was carried out early in 2003 to determine local priorities. A total of 275 questionnaires and 40 posters were printed for distribution and were also displayed at various locations including the Blue Anchor Library.

From this, 44 responses were received from which the five most supported improvements were:

- Station walk/platform dangerous; improve lighting/entrance
- Restrict van parking; provide allocated loading areas
- Sort out pollution from skip site
- Provide more litter bins
- Pedestrian crossing required Rotherhithe New Road.
- Enhance look of area

From this, officers established a project group, which included representatives of the train operating company, police, officers, community safety and the British Transport Police. One of the key issues highlighted by this group was that any new CCTV installation should be properly assessed and installed with a link to MFC police control room. Given the local desire to improve lighting and CCTV in March 2003 an external project manager was appointed to undertake the CCTV to develop and oversee this first stage element of the project.

Through technical discussions it was determined that a total of five cameras were to be provided at the following locations:

- New camera on western side of Ilderton Road located further towards the junction with Rotherhithe New Road (between the 2 existing lamp columns adjacent to the bus stop). This would cover the entrance to the Travellers site, the steps up to the station pathway and could also view east along Ilderton Road to the junction with Zampa Road.
- New camera located on the north-eastern corner of the junction of Ilderton Road and Rotherhithe New Road. This would cover the Ilderton Road shops, car parking, the steps to the station pathway and the Traveller's site as well as the Rotherhithe New Road entrance to the pathway and the rail bridge.
- Two cameras on eastern side of Rotherhithe New Road to cover the station pathway and also could cover Rotherhithe New Road toward its junction with Ilderton Road.
- New camera located on the existing post at the top of the steps, half way along the station pathway. This could cover the steps and the pathway in both directions.

Due to the decision for the cameras to be wired back to Southwark Police Station, the train operating company and the borough command centre detailed discussions have been held. This was further complicated by the introduction of the data protection act. Due to the complex nature of both the technical and legal this was undertaken over a significant period of time.

A tendering process was undertaken in late 2005, and was awarded in January 2006 to undertake the works. Since commencement of the works in 2006, the project has been subject to a number of delays including technical delay in obtaining agreement for the operational aspects of the CCTV between Millwall football club, Southern Rail (train operating company) and the council.

Thames Water works from August to September 2006 also slowed progress on this scheme. Additionally, through this work some contaminated land was identified and a series of soil tests have been undertaken. Soil testing was undertaken over a period of three months in late 2006. Further tests were also undertaken in early 2007. Officers have been working closely with the Environmental Health department to ensure the safety of the community at large and those undertaking works on this site.

All the required infrastructure related to the CCTV is currently in stock and being held at the depot and works are due for completion in the coming six weeks with further works to be undertaken relating to the cabling and electrical work to follow.

In September 2007, a help point has been provided at the point at the top of the stairs supporting the council's previous work of upgrading the lighting and providing improved fencing, and passenger information points.

Officers are also progressing an earlier ambition to reopen the disused rail bridge over Rotherhithe New Road and works associated with the bridge including cleaning and landscaping works are being considered alongside this project.

In mid 2006 officers were successful in gaining funding from Department of Transport (and Network Rail as their delivery agents) through their "access for all" programme for improvements to the western access (ramp). These were funded in conjunction with London Rail and the cycle parking facilities proposed.

Due to the delays in the project, Department of Transport funding was temporarily withdrawn, however these funds have been redirected to the 2007/08 financial year to complete these works.

Concept plans for the redesign of the car parking layout were prepared in 2005, however these have previously been on hold to allow for the completion of phase three of the works. These proposals included relocating the car parking area further southward and revising the layout to provide 90 degree parking. It is also proposed to relocate the disabled bays to the western end of the car park. Initial designs have been undertaken for the layout, however these were put on hold following the discovery of the contaminated land. This phase of the project is due to be passed to the Environment and Leisure department for delivery.

Due to the time lapse and the revised construction methods there has been an increase in the overall cost of this project with current funding being insufficient for delivery. Officers are currently seeking additional funds to support the improvement to the Ilderton Road shops car park and forecourt.