

Council Assembly

Wednesday 26 November 2014

7.00 pm

Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

Public Pack

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	Part A - Open Business	
1.	Preliminary business	
1.1.	Announcements from the mayor, members of the cabinet or chief executive	
	To receive any announcements from the Mayor, members of the cabinet or the chief executive.	
1.2.	Notification of any items of business which the mayor deems urgent	
	In special circumstances an item of business may be added to an agenda within seven working days of the meeting.	
1.3.	Disclosure of interests and dispensations	
	Members to declare any interests and dispensations in respect of any item of business to be considered at this meeting.	
1.4.	Apologies for absence	
	To receive any apologies for absence.	
1.5.	Minutes	
	To approve as a correct record the open minutes of the council assembly meeting held on 16 July 2014 (to be circulated separately).	

Contact

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andrew.weir@southwark.gov.uk; constitutional.team@southwark.gov.uk
Webpage: <http://www.southwark.gov.uk>

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2.	Issues raised by the public	
2.1.	Petitions	
	To formally receive any petitions lodged by members of the council or the public which have been received in advance of the meeting in accordance with council assembly procedure rules.	
2.2.	Public question time	
	The deadline for public questions is Midnight, Thursday 20 November 2014. Questions can be emailed to constitutional.team@southwark.gov.uk .	
	Questions from the public will be distributed in a supplemental agenda.	
3.	Themed Debate - Traffic and transport, including cycling and public transport	1 - 2
3.1.	Community Evidence on the Themed Debate	3 - 9
	The deadline for the submission of evidence from the public on the theme is Midnight, Thursday 20 November 2014. Submissions can be emailed to constitutional.team@southwark.gov.uk .	
	Submissions from the public will be distributed in a supplemental agenda.	
3.2.	CABINET MEMBER STATEMENT	
	Councillor Mark Williams, the cabinet member for regeneration, planning and transport, to present the theme for the meeting.	
4.	Deputations	
	The deadline for deputation requests is Midnight, Thursday 20 November 2014. Deputations can be emailed to constitutional.team@southwark.gov.uk .	
	Deputation requests will be distributed in a supplemental agenda.	
5.	Issues raised by members	
5.1.	Members' question time	
	To receive any questions from members of the council.	
5.2.	MEMBERS' MOTIONS	
	To consider the following motions:	
	<ul style="list-style-type: none">• A fair deal for tenants and leaseholders• Campaign against high stake gambling machines	

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- Towns against tax dodging.

5.3. Reports for information

6. Report(s) for decision from the cabinet

6.1. Peckham and Nunhead Area Action Plan

The Planning Inspector recently held an Examination in Public of the draft Peckham and Nunhead Area Action Plan, following this examination the inspector requested that the council make a number of amendments to the draft before it is adopted by the council. This report sets out the cabinet recommendations for approval by council assembly to adopt the PNAAP incorporating the binding recommendations of the inspector. Those appendices not attached to this report can be found at: <http://www.southwark.gov.uk/futurepeckham>

7. Constitutional Issues 2014/15

Council assembly to consider constitutional issues referred from the constitutional steering panel.

8. Treasury Management - Mid-Year Update 2014/15

Council assembly to note the 2014/15 mid-year treasury management update.

9. Amendments

Any member of the council may submit an amendment to a report or motion on the agenda. The amendments will be circulated to all members in a supplemental agenda.

ANY OPEN ITEMS IDENTIFIED AS URGENT AT THE START OF THE MEETING

Council Assembly – 26 November 2014

Community views – Traffic and transport

The following points were collected from residents in advance of the last Council Assembly on Transport, which took place on 16 October 2013

QUESTION: Do you make cycling a part of your transport - what would encourage you to walk and cycle more?

- I would love to cycle, but I won't do so until I see better infrastructure, with less accidents happening to cyclists.
- There really seems to be some thought about the cyclists in their transport strategy. I use the Old Kent Road as part of my route to work, and I feel safe enough, but it could do with more infrastructure around that area for cyclists. I keep up to date with the latest news and developments for cycling, including the cycling proficiency training, through the social media. The forum I use includes the Southwark Cyclists group.
- I come from High Barnet to work in Guy's, so do not use my cycle or walk as much as I should; I have to use the gym to exercise. I need to think more about my carbon footprint, besides recycling, which by the way, I think can be quite taxing for the elderly.
- I used to cycle, but had a few minor accidents. I will wait until the roads are safer before I start cycling again.
- I cycle daily to go to work, but I have not seen much information about safer cycling and I am not part of any network.
- Not as part of my daily transport but I cycle during the weekends to move around in areas close to my house, I don't have any information about cycling facilities.

- The cost of transport has certainly affected me as I have come off benefits to take up full-time education. I have a tight budget for bus fares and walk whenever I can.
- I and people from my college who live in my area, are now walking to avoid one leg of our bus journey, to save on fares to commute to college.
- I am on benefits so I pay half price for buses, but some other people who are working have to pay more for bus fares, and a couple of them ride bikes instead. But you know it's not everyone that can afford to buy a bike and they are expensive!
- Well my earnings never increase, but transport fares always increase, they are very high now. And sometimes on the Northern Line there is a signal failure, and so it affects my work because the manager will not want to listen to such excuses – the tube is expensive and unreliable. The tubes need to be more frequent. The bus is not easy either, so we are forced to walk or to cycle. It's not easy, but that is life.
- The cost of transport, as with the cost of living in general affects a lot of people who have not got a job. I don't use a car as it's expensive but travel on public transport and walk. More people are turning to using bikes because it's cheaper.
- I would like to be able to afford travelling on public transport like the buses [as I used to] but the increased cost of transport is negatively affecting me. Now I always ride my bike.
- I like cycling for fitness, and for convenience's sake. As a former tube worker, I have always found bus and trams heavily used. With fares doubling, I think I'll continue cycling, although it would depend on where the jobs are re-located.
- I'm learning to walk a lot and often walk to Camberwell, because of the high cost of transport. More people are now using public transport because of the [good] network, with Peckham bus garage and Peckham train station. I would really like to see [another] local tube station.

Item No. 3.1	Classification: Open	Date:	Meeting Name: Council Assembly
Report title:		Community Evidence on the Themed Debate	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

BACKGROUND INFORMATION

Introduction

1. On 16 September 2014 the council assembly business panel met to agree the theme for 2014/15 meetings of council assembly. The panel agreed that the theme for 26 November 2014 should be 'traffic and transport, including cycling and public transport'.

Community evidence on the theme

2. The deadline for community evidence was midnight, Thursday, 20 November 2014.
3. The following requests have been received by the deadline for consideration by this meeting and they are list in the order received below:
 1. Submission for representation from active travel groups in Southwark
 2. Submission from The Camberwell Society
4. Which community evidence shall be considered and the length of each submission will be established by way of a programme motion at the start of council assembly. Community evidence shall be conducted under the existing rules for public participation.

Submissions

1. Representation from active travel groups in Southwark

A number of active travel groups in Southwark would like to combine their resources to make a single representation on the benefits of walking and cycling and the environment which is needed to encourage those forms of travel. We think that this is particularly relevant given the current consultation concerning the New Southwark Plan which emphasises the link between physical activity and health, the current consultation on the cycling strategy and the forthcoming (2015) plans to launch a walking strategy. The following groups wish to submit submissions: Southwark Cyclists, Wheels for Wellbeing, Roadpeace and Southwark Living Streets (see attached appendices).

2. The Camberwell Society

Transport for London are currently consulting on proposed routes for an extension of the Bakerloo Line, one of the proposed routes would serve Camberwell and Peckham.

Extending the Bakerloo line South to Camberwell and Peckham would bring huge benefits in terms of health, wealth and efficiency to an area which is, though close to central London in miles, blighted by clogged roads and high levels of unemployment and deprivation (in the bottom 20 percent nationally).

Therefore in light of the current and future need we urge the council to continue to support the extension of the Bakerloo Line to Camberwell and to agree to continue to lobby Transport for London to extend the Bakerloo Line to Camberwell.

We also request that council assembly answer the following question:

Will the Council prioritise the Camberwell route for the Bakerloo Line extension in its submission to the current TfL consultation based on the strong arguments presented by the PACT campaign as the Council will inevitably be asked to choose one of the suggested routes by TfL at some point?

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Constitution	160 Tooley Street London SE1 2QH	Constitutional Team constitutional.team@southwark.gov.uk 020 7525 7228

APPENDICES

No.	Title
Appendix 1	Roadpeace: Support for Southwark Council's draft cycling strategy
Appendix 2	Submission by Southwark Living Streets
Appendix 3	Submission by Southwark Cyclists
Appendix 4	Submission by Wheels for Wellbeing

AUDIT TRAIL

Lead Officer	Lesley John, Principal Constitutional Officer	
Report Author	Andrew Weir, Constitutional Officer	
Version	Final	
Dated	24 November 2014	
Key decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer title	Comments sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	24 November 2014	



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Support for Southwark Council's draft cycling strategy

November 2014

RoadPeace, the national charity for road crash victims, includes amongst its members, families that have been bereaved and injured in Southwark, as well as those who remain at risk through its travel in Southwark.

RoadPeace is also a member of Southwark Council's Joint Cycling Steering Group. RoadPeace works closely with both LCC and Living Streets and its local groups in Southwark. All were involved in organising the recent conference on Road Danger Reduction and Enforcement: how policing can promote cycling and walking, which was hosted by Southwark.

RoadPeace welcomes Southwark Council's draft cycling strategy, in particular Southwark's commitment to:

1. Normalise cycling

Cycling should not be limited to the bold and the brave. We need cycling to be a way of healthy living for all ages than just a way of transport. But in order to get the young, older and less risk taking of our citizens, Southwark's drivers will need to show more respect and consideration to those more vulnerable.

RoadPeace believes this requires the reform of our civil compensation system with the introduction of a presumed liability system whereby drivers are presumed responsible for compensating injured pedestrians and cyclists. This is the civil compensation system that is used in the majority of other countries, including the Netherlands and Denmark. It was recently supported by [Hackney Council in their draft transport strategy](#). For more information on this compensation system, please see our [website](#) and our 2013 briefing [Presumed Liability update](#),

2. Work with the police

Southwark Council cannot make local roads safer on its own and police participation is essential. With the new MPS Roads Transport and Policing Command to be launched in less than two weeks time, this should provide the ideal opportunity to ensure that local police are informed and supportive of Southwark Council's aim to normalise cycling.

RoadPeace is on TfL's Safer Streets for London Steering Group and also its sub group on Enforcement. Our appreciation of roads policing led us to organise the recent conference mentioned above.

RoadPeace looks forward to working with Southwark Council and the new MPS RTPC lead in Southwark to achieve our mutual aims of safer roads for road users, especially our most vulnerable road users. One action requested by RoadPeace and Southwark Cyclists is a community meeting after a cyclist death.

3. Lead by example, including with lorry danger reduction

Most of the cyclist deaths in Southwark are caused by lorry collisions. We have supported several families bereaved by lorry collisions in Southwark who are keen to spare others from this suffering. We appreciate that Southwark has signed the LCC Safer Lorry pledge but as pointed out at our recent conference, more can and should be done to reduce the risk of lorries, including through planning controls.

4. Support those injured in cycle collisions and help them rebuild confidence so they can continue cycling

Southwark Council is to be commended for its concern about injured cyclists and the need for confidence training to keep them cycling. RoadPeace looks forward to working with them on this. RoadPeace also intends to work with the Bike Project when it moves to Southwark and ensure that refugees using this service are informed of post crash procedures as well as tips on how to stay safe.

5. Reduce traffic speed

Southwark Council has been a long term supporter of lower speeds and the evidence continues to mount for their need. Whilst some have argued that 20mph speed limits need to be enforced, RoadPeace believes that an unenforced 20mph is better than an unenforced 30mph limit. Please see our [briefing on 30mph police enforcement in London](#) for how rare this is. Only 300 drivers were given a Fixed Penalty Notice by police for exceeding the 30mph speed limit in Southwark in 2012. So whilst we do welcome the introduction of Community Road Watch in Southwark and look forward to volunteering with this, lack of enforcement should never be seen as a reason to oppose reduced speed limits.

Finally, Southwark Council is to be applauded for its desire to increase cycling and decrease the casualty rate. Cycling poses less danger to other road users than any motorised transport and those cycling deserve to be protected from harm posed by others.

APPENDIX 2

Southwark Council Full Council Meeting – Theme: Traffic & Transport Submission by Southwark Living Streets

Southwark Living Streets thanks Southwark Council for the opportunity to contribute. We are a fully constituted group with over 100 members in the borough. We campaign on behalf of those on foot. We meet on the third Thursday of every month. Everyone is always very welcome. <http://southwarklivingstreets.org.uk/>

We believe that this debate comes at an excellent moment, with the publication of the New Southwark Plan and its strong commitment to walking and cycling. Across London the debate about how we travel is being prompted by the GLA's Road Task Force, the removal of gyratories, more cycling, and air pollution from diesel vehicles.

Southwark, like other Inner London boroughs, stands at a crossroads. On the one hand, there is a real sense of progress as more people wish to live in Inner London and benefit from the vitality of urban life; on the other hand, the legacy of 60 years of auto-centric development is poor air quality, less walking, growing obesity and communities severed by out-of-date road infrastructure (eg Bricklayers Arms Flyover or Peckham High Street by the former Wooddene Estate).

The population of Southwark has risen from a low of 215,000 in 1982 to about 300,000. It will be over 350,000 by 2033, the end of the New Southwark Plan. To enable our current and future residents and sustainable businesses to thrive, we believe that walking, cycling and public transport and sustainable goods transport have to be designed in and private motorised travel reduced.

We propose the following six policies to get a better balance between people and vehicles:

- 1. Local Shops and Services.** No one needing to live more than 5 minutes walk from a convenience store or local centre, and desirably from key services.
- 2. High Streets.** Good walking and cycling routes to local high streets, which are welcoming to those on foot and who cycle.
- 3. Green Routes.** A network of green pedestrian-friendly routes linking people to their local green space and linking up those spaces.
- 4. Safe Routes to School.** Streets and roads near schools designed to enable far more young people to walk and cycle safely to school.
- 5. Road Pricing.** To lobby for road pricing or congestion charging north of the South Circular.
- 6. Ultra Low Emission Zone (ULEZ).** To lobby for a ULEZ covering the whole borough.

Jeremy Leach Chair & Alastair Hanton Vice-Chair Southwark Living Streets

APPENDIX 3

Southwark Council: Traffic & Transport Themed Full Council Meeting on 26th November 2014 - Submission by Southwark Cyclists

Southwark Cyclists are the Southwark branch of the London Cycling Campaign (charity number 1115789) and a fully constituted group with over 700 members in the borough. We campaign on behalf of all those who cycle or wish to do so. We meet on the second Wednesday every month and everyone is always very welcome to attend. We would like to thank Southwark Council for the chance to contribute to this meeting and would like to make the following points.

Cycling offers remarkable physical and mental health benefits. Cycling to work has been found to decrease the risk of dying by approximately 40%. Cycling is associated with improved levels of happiness and reduced stress. At a time of rapid population growth in London, cycling offers a low cost way of removing people from often over-crowded public transport and allowing them to include exercise into their daily lives almost without effort.

Cycling is particularly good for younger people. The most recent data¹ indicates that in Southwark 13.2% of reception year children and 26.6% of year 6 children are obese. Cycling can help children to become more active and supports moves to address children's loss of independent mobility in recent decades². Southwark Council's own monitoring research has found that while 30% of young people wish to cycle to school just 3% currently do.

In the light of this opportunity and the launch of Southwark's Cycling Strategy, we propose the following six policies to support the growth of cycling and to get a fairer balance between cyclists and other forms of transport including motor cycles and scooters, lorries and private motor vehicles:

- 1) Cycling Targets.** We believe the targets proposed in the strategy underestimate the numbers of cyclists on the road and the impact that a strong strategy will have. We propose that the long term target should be raised to 20% modal share for cycling and targets should also be introduced for cycling to work and school.
- 2) Segregation on Main Roads.** A network of routes (with physical segregation to protect cyclists) is needed on borough-controlled main roads.
- 3) Junctions.** Junctions on borough-controlled main roads should be redrawn to Dutch standards to ensure cyclist safety.
- 4) Construction Standards.** Planning permission for all large developments must include agreements which guarantee that all construction vehicles have compulsory safety mirrors and side guards and that compulsory cycling awareness training is given to all drivers. Similar rules should apply to council vehicles and drivers.
- 5) Enforcement of the 20mph Limit.** Agreement is needed with the police for a plan of enforcement of Southwark's 20mph speed limit.
- 6) Cycling to School.** To create networks of safe cycling routes to school across Southwark.

Andy Cawdell Chair & Coordinator Southwark Cyclists
southwarkcyclists.org.uk; cc.org.uk



¹ <http://data.london.gov.uk/datafiles/demographics/ward-profiles-excel-version.xls>

² http://www.psi.org.uk/site/news_article/851

APPENDIX 4

Submission by Wheels for Wellbeing

For Southwark Council: Traffic & Transport Themed Full Council Meeting on
26th November 2014

Wheels for Wellbeing is a south London charity helping people to enjoy cycling regardless of disability, health condition or age. We run weekly inclusive cycling sessions in Southwark at Herne Hill veldorome plus led rides, outreach sessions in parks and schools. We work closely with many Southwark based groups including Southwark Resource Centre, Southwark Pensioners Groups and Cambridge House Settlement.

We recently provided input into Southwark Council's cycling policy draft and look forward to working with the council on the final version and implementing it. We are also working with the transport and parks teams to look at creating an inclusive cycling hub in Burgess Park to complement the BMX Track and offer regular inclusive cycling to those for whom the BMX track is not accessible.

We are putting forward this deputation as we want to ensure that cycling in Southwark is for all by removing barriers to cycling so that disabled people, older people and those with limited mobility can all cycle and park their cycle.

The following ten key principles should be taken into account for Southwark Council to develop a cycling policy that is inclusive of all cyclists' needs:

- Disabled people can and do cycle
- It is against the law to discriminate against disabled people when providing cycling services/infrastructure
- Disabled people cycle at all levels: not all disabled cyclists are novice cyclists & inclusive cycling principles apply across all cycling provision from cycle training to super highway.
- The cycle is a mobility aid: for many people cycle who cannot walk nor carry their cycles
- Space is an essential feature for inclusive cycling; cycle lane width, speed control measures, any barriers must allow for tricycles and tandems etc.
- Inclusive cycling requires some pavement and in-door cycling for some disabled cyclists (as a wheelchair or electric would)
- Inclusive cycle parking principles include; spaces for wider and longer cycles, proximity to desired destination
- Trains/tubes/trams are a key part of the inclusive cycling picture – an integrated transport network is crucial to disabled people.
- Inclusive cycle-signage and other visibility issues must be considered for cyclists on lower cycles or with visual impairment
- With an impairment, first trying out cycling can be the biggest hurdle (access to a variety of options and to specialist support is often crucial to getting going).

Abigail Tripp

Community Engagement Officer - Wheels For Wellbeing