

Open Agenda

Borough, Bankside and Walworth Community Council

Saturday 30 January 2016

2.30 pm

Pembroke House Community Centre & St. Christopher's Church, 80 Tatum
Street, London SE17 1QR

The meeting is preceded from 1.15pm – 2.00pm by an “age-friendly Southwark” workshop.

There will also be stalls by: Walworth Society, Youth Construction Trust and Community Action Southwark.

Membership

Councillor Martin Seaton (Chair)
Councillor Eleanor Kerslake (Vice-Chair)
Councillor Maisie Anderson
Councillor Neil Coyle
Councillor Helen Dennis
Councillor Karl Eastham
Councillor Paul Fleming
(Vacancy, to be confirmed following the
by-election in Faraday ward on 21
January 2016)

Councillor Lorraine Lauder MBE
Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Vijay Luthra
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 19 January 2016



Order of Business

Item No.	Title	Time
1.	PRELIMINARY BUSINESS	
1.2.	INTRODUCTION AND WELCOME	
1.3.	APOLOGIES	

Item No.	Title	Time
1.4.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
1.5.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
1.6.	MINUTES (Pages 1 - 10)	
	The minutes of the meeting held on 21 November 2015 to be agreed as correct record of the meeting, and signed by the chair.	
	PERFORMANCE	
2.	THEME - YOUNG LOCAL CHAMPIONS	2.40pm
	Councillor Vicky Mills, Cabinet Member for Children and Schools, to introduce this item.	
2.1.	YOUNG LOCAL CHAMPIONS	
	Among the speakers:	
	<ul style="list-style-type: none"> • The Construction Youth Trust Training Centre • Coin Street Community Builders • Southwark Safer Neighbourhood Board / MOPAC • Walworth Wanderers FC • Community Cycleworks • Access UK 	
	BREAK	
3.	COMMUNITY ENGAGEMENT ITEMS	3.45pm
3.1.	COMMUNITY ANNOUNCEMENTS	
	<ul style="list-style-type: none"> • Metropolitan police 	
3.2.	PETITIONS AND DEPUTATIONS	
	The chair to advise on any deputations or petitions received.	
3.3.	PUBLIC QUESTION TIME (Pages 11 - 18)	
	This is an opportunity for public questions to be addressed to the chair.	

Item No.	Title	Time
	Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	
4.	OFFICIAL COUNCIL BUSINESS	4.30pm
4.1.	CLEANER GREENER SAFER CAPITAL FUND - FUNDING REALLOCATION (Pages 19 - 24)	
	NOTE: This is an executive function.	
	Councillors to consider the information contained in the report.	
4.2.	CLEANER GREENER SAFER CAPITAL FUND 2016-17 (Pages 25 - 31)	
	NOTE: This is an executive function.	
	Councillors to consider the information contained in the report.	
4.3.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 16 March 2016.	
4.4.	DEVOLVED HIGHWAYS BUDGET 2014-2015 (Pages 32 - 36)	
	NOTE: This is an executive function.	
	Councillors to consider the information contained in the report.	
4.5.	LOCAL PARKING AMENDMENTS - BUS STAND WATERLOO ROAD (Pages 37 - 61)	

Item No.	Title	Time
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NOTE: This is an executive function.

Councillors to consider the information contained in the report.

4.6. LOCAL TRAFFIC AND PARKING AMENDMENTS - THE INTRODUCTION OF PARKING MEASURES IN SOUTHWARK'S LEISURE CENTRE CAR PARKS (Pages 62 - 68)

NOTE: This is an executive function.

Councillors to consider the information contained in the report.

4.7. LOCAL TRAFFIC AND PARKING AMENDMENTS (Pages 69 - 84)

NOTE: This is an executive function.

Councillors to consider the information contained in the report.

4.8. C2 CPZ PARKING REVIEW (Pages 85 - 91)

Councillors to comment on the information contained in the report.

4.9. THE MINT CONSERVATION AREA AND THE PROPOSED WALWORTH ROAD CONSERVATION AREA (Pages 92 - 103)

Councillors to comment on the information contained in the report.

4.10. SECURE CYCLE PARKING (BIKE HANGAR) (Pages 104 - 128)

Councillors to comment on the information contained in the report.

Date: Tuesday 19 January 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

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If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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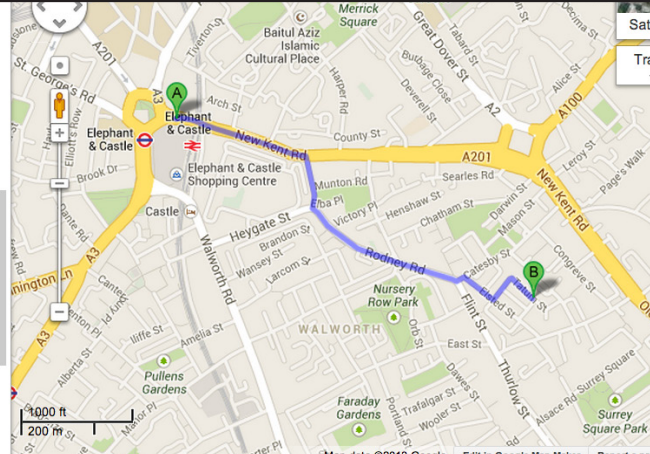
Pembroke House Community Centre & St. Christopher's Church 80 Tatum Street London SE17 1QR

HOW TO FIND US:
**Map - walking directions from
Elephant & Castle Station /
Shopping Centre.**
See reverse for Bus directions.

A **Elephant & Castle Shopping Centre**
New Kent Rd
London SE1 6TE, United Kingdom

1. Head east on **New Kent Rd/A201** toward **Elephant Rd** 0.2 mi
2. Turn right onto **Rodney Pl** 479 ft
3. Turn left onto **Rodney Rd** 0.3 mi
4. Turn left onto **Catesby St** 79 ft
5. Turn right onto **Elsted St** 335 ft
6. Turn left onto **Hearn's Buildings** 128 ft
7. Continue onto **Tatum St**
Destination will be on the right 397 ft

B **Pembroke House**
80 Tatum St
London, Greater London SE17 1QR, United Kingdom



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020 7703 3803
www.pembrokehouse.org.uk



To get here by bus - the 63, 363, 53, 453, 168 or 172 all go to Stop BN, for Old Kent Road / East Street.

From **Stop BN**, continue walking in the direction of travel to the traffic lights, cross the road and walk down East Street.

Take the second right, then left where the railings end, then right.

Hope to see you there!

Walking directions to Pembroke House
Via Beckway St - [remove](#)

A Walworth, Old Kent Road East Street (Stop BN)
United Kingdom

1. Head **southeast** on **Old Kent Rd/A2** toward **East St**
236 ft
2. Turn **right** onto **East St**
0.1 mi
3. Turn **right** onto **Beckway St**
269 ft
4. Turn **left** onto **Tatum St**
157 ft
5. Turn **right** to stay on **Tatum St**
Destination will be on the left
157 ft

B Pembroke House
80 Tatum St
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Borough, Bankside and Walworth Community Council

Minutes of the Borough, Bankside and Walworth Community Council held on Saturday 21 November 2015 at 1.30 pm at Amigo Hall, St George's Cathedral, Lambeth Road, London SE1 7HY (intersection with St George's Road)

PRESENT: Councillor Martin Seaton (Chair)
 Councillor Eleanor Kerlake (Vice-Chair)
 Councillor Maisie Anderson
 Councillor Neil Coyle
 Councillor Helen Dennis
 Councillor Karl Eastham
 Councillor Paul Fleming
 Councillor Lorraine Lauder MBE
 Councillor Maria Linforth-Hall
 Councillor Rebecca Lury
 Councillor Darren Merrill
 Councillor Adele Morris
 Councillor David Noakes

OTHER MEMBERS PRESENT: Councillor Barrie Hargrove

OFFICER SUPPORT: Michael McNicholas (Head of Waste and Cleaning)
 Louise Wilcox (Burgess Park Director)
 Nina Chantry (GMH Area Contracts and Service Manager)
 Leah Coburn (Group Manager – Network Development)
 Tom Weaver (Planning Policy Officer)
 Pauline Bonner (Community Council Development Officer)
 Gerald Gohler (Constitutional Officer)

1. PRELIMINARY BUSINESS

1.1 WELCOME AND INTRODUCTIONS

The chair welcomed councillors, members of the public and officers to the meeting.

1.2 APOLOGIES

There were apologies for absence from Councillors Dan Garfield and Vijay Luthra. Councillors Eleanor Kerlake and Maria Linforth-Hall gave their apologies for having to leave the meeting early.

The chair announced that Inspector Nicholson from the Metropolitan Police has also sent his apologies, as he was on night duty that weekend, in light of the recent terrorist attacks in Paris.

1.3 DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

1.4 ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair announced that there were stalls related to cycle quietways, Pembroke House pocket garden, Grow Elephant, Bankside Open Spaces Trust, Walworth Road Conservation Area, Mint Street Music Festival, Congreve Tenants and Residents Association and Bankside Bees. Representatives from the groups informed the meeting about upcoming events and activities.

The chair announced that following on from comments made at earlier meetings, more time had been allocated to public questions on this agenda, and that the responses to the public questions had been put up on the walls, as well as posters listing the agenda items.

There would also be a short, additional item under the "green spaces" theme called "my favourite green space," in which residents were asked to share things they loved about their favourite green space, and things that could be improved.

1.5 MINUTES

RESOLVED:

That the minutes of the meeting held on 16 September 2015 be agreed as a correct record and signed by the chair.

2. COMMUNITY ENGAGEMENT ITEMS

2.1 COMMUNITY ANNOUNCEMENTS

Tom Weaver planning policy officer, informed the meeting that the consultation for the new Southwark Plan would run until 12 February 2016, and invited people to give their feedback or to invite planning officers to their groups' meeting. Further information at:

http://www.southwark.gov.uk/info/856/planning_policy/3315/the_new_southwark_plan

The chair made the following announcements:

Neighbourhoods Fund 2016/17

Applications were invited until 12noon on Wednesday 6 January 2016. A total of £630,000 were available across the different community council areas to support activities run by local groups for local people. Awards would generally be between £500 and £5,000. To

apply visit <http://www.southwark.gov.uk/neighbourhoodsfund> or contact Pauline Bonner, community council development officer, on 020 7525 1019 or at pauline.bonner@southwark.gov.uk.

School Food Matters

School Food Matters were inviting people to a free gardening training for Southwark residents. For further information about events contact lizzie@schoolfoodmatters.com and del@schoolfoodmatters.com.

Metropolitan Police

The police had sent their apologies and would be given 20 minutes at the next meeting.

2.2 PETITIONS AND DEPUTATIONS

There were none.

2.3 REPORT BACK FROM BUDGET CONSULTATION (Pages 11 - 27)

The vice-chair summarised the discussions at the pre-meeting budget consultation workshop. There had been strong backing for the council continuing to support frontline services and the most vulnerable residents; and for the council maximising its income, for example by selling services to other councils or by increasing waste charges. There had been a majority in favour of not increasing council tax.

Gill Kelly, community councils development officer, presented the findings in more detail. (see attached presentation). The meeting heard that around 11 residents had participated in the workshop.

2.4 PUBLIC QUESTION TIME

This item was taken after item 3.

The following public questions were raised:

1. When are the pavements on Walworth Road being cleaned with water jets? None of the residents has ever seen this happen.

The following public questions were received in writing:

2. "Please would the Council's Head of Highways outline what contact he has had with the City of London and with TfL with regard to the [proposed closure of Tower Bridge for around two months in October and November 2016, with special regard to mitigation of the traffic chaos and polluting traffic back-ups that are likely to have a seriously adverse effect on the community council area, on the north of the borough generally, and on neighbouring boroughs, prolonging the misery and cost to the local economy currently being caused by TfL works in the Elephant and Castle area and elsewhere."

3. "Are there plans for income generating parking spaces at Burgess Park greater than the existing ones?"
4. "Are there any plans for parking areas in the elephant and castle project?"
5. "Will there be permits needed for barbecues in Burgess Park?"
6. "Toilets in Burgess Park are needed. Who will clean them?"
7. "In 2016, Southwark Council will consult on the Burgess Park section of the Elephant & Castle to Crystal Palace Quietway (QW7). In the consultation documents for the two adjoining sections of QW7 (Falmouth Road to Albany Road and New Church Road/Edmund Street junction to Peckham Road) it is stated that the cabinet member for environment and the public realm will be making a formal decision on these two sections before the end of 2015. How can a consultation on the Burgess Park section of QW7 be in line with Table 7 of Southwark Council's Adopted Statement of Community Involvement and allow for a fair consultation with communities when a decision on the two sections either side will already have been made? If these two sections are indeed approved then how can the consultation possibly address where QW7 enters the park?"
8. "It was mentioned at the Community Council meeting that there are plans to put two cycleways through Burgess Park — Quietway 7 and the Southwark Spine - and, as was pointed out by the Southwark Cyclists' representative at the meeting, these will attract many commuter cyclists to the park. However -
 1. A petition against the Southwark Spine running straight through the park was presented to Southwark Council, and had over 500 signatures.
 2. There is already an acknowledged problem with speeding cyclists in the park. The quiet route running along the Surrey Canal Walk, for instance, has been taken over by commuter cyclists.
 3. There are already roads through the park - Wells Way in particular - which could be improved to make the commuter links North and South without spoiling the peace, quiet and relaxation of other park users who wish to enjoy the vastly improved park environment.
 4. Many if not most cyclists will expect that on a specified cycling route they can proceed at commuter pace. This will inconvenience if not endanger pedestrians.

One must ask, given the above: why Southwark Council is still wedded to these cycle routes? Secondly, and specifically, why - as a first step - couldn't Wells Way be used to improve the link from QW7, rather than sending cyclists from a designated cycle lane into the park, where they will be sharing a path with all sorts of park users?"
9. "The speed limit of cyclists in Burgess Park should state a lower speed. I was almost killed by a cyclist who never even stopped to find if I was alright and I could even hear him shouting as he sped off. It's a good thing I didn't experience a heart problem."
10. "Southwark Park open air swimming pool – could we not have similar in Burgess Park?"

11. “Why are the whole of the balcony lighting and the flood lighting, which lights the way into the blocks at:
 - Broomfield House SE17 1SY on the Congreve Estate and
 - Comus House on Congreve Street, SE17 1TG
 on during daylight hours? How is this helping the blocks’ carbon foot print?”
12. “Is there still compost containers available?”
13. “Councillor Hargrove spoke about the cost of replanting trees lost to the redevelopment projects and other public works. Is it possible to require landowners/developers/investors to include funding for tree and green space replacement in the proposals they submit for regeneration projects? If it is not possible to require this, might they be strongly encouraged?”

At the invitation of the chair, Councillor Neil Coyle MP addressed the meeting, saying that Section 106 and the Community Infrastructure Levy benefitted local green spaces, and that he would be opposing the changes to them proposed by central government. He encouraged people to join the Grow Elephant project for the bulb planting on Canterbury Place.

The meeting heard that the “my favourite green space” item was going take place during the break. Residents were asked to share things they loved about their favourite green space, and things the council could do to improve it with the aid of post-it notes on boards.

The meeting adjourned from 14:35 to 14:45, for a comfort break and to give people time to participate in the item.

In response to a query around the process for responding to public questions sent in between community council meetings, the chair said that this would be looked into.

3. THEME - GREEN SPACES

This item was taken after item 2.3.

Councillor Barrie Hargrove, cabinet member for public health, parks and leisure, introduced this item by thanking all those who worked hard to make Southwark’s parks and green spaces great. There were many parks in the community council area, which residents had helped protect and improve: Nursery Row Park, Salisbury Row Park, Surrey Square Park, Victory Park and Burgess Park. Many improvements had been made possible because of the regeneration projects in the area, such as the Aylesbury redevelopment and the Elephant and Castle regeneration. Local residents were helping to shape these. Southwark had the third highest number of green flags in the country (8 in 2010; 17 in 2014) and was committed to increasing their number further – the target was 27 and included Victory Park and Patterson Park.

In answer to questions from the floor, Councillor Hargrove responded that:

1. There was a capital budget commitment to improving Dickens Square Park, as part of the £90m commitment across the borough. There was a shortage of staff to

deliver the improvements, so there had been a delay.

2. He echoed residents' concerns about development pressures on green spaces and encouraged residents to be alert and ready defend their green spaces.
3. He was happy to support a heritage lottery fund bid for Geraldine Mary Harmsworth Park, which also might be the site of a new Holocaust memorial.
4. The council was involved in a lot of urban drainage schemes and anti-flooding measures.
5. While some trees had been removed because of regeneration in Elephant and Castle, these had been replaced at other sites. There were budget constraints due to government cuts, but the council had a comprehensive tree strategy in place. Residents should let the council know if there were things that could be improved.

The meeting also heard that:

1. Cathedrals ward had two new and interesting green spaces - Crossbones Gardens and Lamlash Street.
2. There was also a 6-month consultation happening about the masterplan for Geraldine Mary Harmsworth Park.
3. Pocket parks were important in order to help prevent flooding.

A question was raised about how Redman Green could be protected as a green space, which the chair said would be answered as a written question.

The chair thanked Councillor Hargrove for attending and said he would invite him again soon.

3.1 YOUNG PEOPLE'S SLOT

There were no young people who wished to speak in this slot.

3.2 BURGESS PARK (Pages 28 - 46)

Louise Wilcox, director of burgess park, gave a presentation (see attached), about the park, which was Southwark's biggest, touching on the works that had been delivered between 2012-13, as well as on the review of the master plan which was currently underway. The park had been successful in winning the green flag award for 3 years running and also had a new logo. Officers were working closely with residents on improving it.

At this point Councillor Maria Linforth-Hall left the meeting.

In answer to questions from the floor, Louise responded that:

1. The presentation would be available online, as was the master plan consultation which could accessed at:
http://www.southwark.gov.uk/info/200480/burgess_park/3653/shape_the_future_of_burgess_park
2. There was a large number of tenants' and residents' associations (TRAs) and other groups on the mailing list which were being consulted regularly. If any groups were not on this stakeholder list, she invited them to contact her to be added.
3. Wardens and officers intervened to ensure that by-laws and rules - like not having amplified sound – were not being broken in the barbecue areas. They also monitored social media to check that there were no gatherings that may be in breach of the by-laws.
4. There would be a Christmas tree in front of the café. The lights would be switched on on 5 December 2015.
5. All staff were recognisable: park wardens and ambassadors had high-visibility vest, uniforms and Southwark ID badges. Park attendants and grounds maintenance officers were also in uniforms. Park ambassadors and wardens were doing outreach work to schools to promote responsible park usage.
6. There was lighting on some footpaths and at the entrances to the park. The new cycle routes through the park would probably also have some lighting to them.
7. Officers tried to guarantee fair access to the sport pitches for which there were a lot of competing demands.
8. Burgess Park only had a small car park at present, compared with the past. This worked well, and the parking was policed by parking attendants. There was no desire to enlarge this to the detriment of green spaces.

The chair thanked officers and residents for all the work they had done in transforming the park.

3.3 TIMED REFUSE COLLECTIONS FROM BUSINESSES (Pages 47 - 51)

Councillor Darren Merrill, cabinet member for environment and public realm, introduced the item saying that he had received a lot of complaints about commercial waste accumulating on the pavement in Walworth Road. This was why a pilot had been carried out to see whether a better system could be put in place.

Michael McNicholas, head of waste and cleaning, informed the meeting that the council was going to introduce two-hour slots for residential and business collections along Walworth Road, and gave a presentation on the matter (see attached). Parts of Camberwell Road (around Burgess Park), as well as small parts of Westmoreland Road, John Ruskin Street, Gateway and Arnside Street, would also be included, as these had similar problems.

In answer to questions from the floor, Michael responded that the notices would be hung

on lamp posts at regular intervals, facing the pavements – including in the side-turning. Officers would look into including Sutherland Walk, if appropriate; and were also conducting outreach to businesses to inform them of their obligations in law. He would remind Veolia that their operatives had to close the gates after taking out bins. Enforcement was a priority for Southwark, so a lot of services involved in this had been brought together under the same management.

The meeting heard that collection times should take into account the opening and servicing time laid down in planning permissions and licenses.

At this point Councillor Kerlake left the meeting.

4. OFFICIAL COUNCIL BUSINESS

4.1 COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Councillors considered the question they should forward to council assembly.

RESOLVED:

That the following question be forwarded to council assembly as the community council's official question:

“What action will the council take to prevent loss of Section 106 under government plans affecting contributions to local green spaces from future developments?”

4.2 COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2014/15

Note: This is an executive function.

Councillors considered the information contained in the report, and discussed the process of rolling over the unallocated funding to the next meeting, and what the money could be spent on. The meeting also heard that a pedestrian crossing in Rodney Place was already being looked at, and was to be funded from a different pot of money.

Councillors enquired whether there was to be a highways budget for 2015/2016.

RESOLVED:

1. That the following scheme for the Borough, Bankside and Walworth Community Council set out in Appendix 1 of the report be approved:
 - Bowling Green Place (Footway) – Estimated cost: £29,452.
2. That projects for Newington and East Walworth wards are to be agreed at the next meeting of the community council; alternatively the remaining funds shall be allocated to other projects in the community council area.

4.3 LOCAL PARKING AMENDMENTS

Note: This is an executive function.

Councillors considered the information contained in the report.

RESOLVED:

That the following non-strategic traffic and parking amendments on Great Suffolk Street, detailed in the appendices to the report, be approved for implementation subject to any necessary statutory procedures:

1. Convert existing single yellow lines to double yellow lines to prevent obstructive parking and facilitate widening of the footway.
2. Install two new loading bays to improve servicing access for local businesses.

4.4 CENTRAL LONDON CYCLING GRID: QUIETWAY 14 - RESULTS OF PUBLIC CONSULTATION (Pages 52 - 62)

Items 4.4 and 4.5 were heard together.

Leah Coburn, group manager - network development, and Ian Richardson, from AECOM, gave a presentation about the two Quietway items (see attached).

Councillors considered and discussed the information in the report.

RESOLVED:

That the following comments be fed back to the cabinet member for environment and public realm:

1. The outcome of the consultation, including sessions with councillors from across the three wards, was not adequately reflected in the report. The response rate to the consultation was quite low.
2. Concerns had been raised by Guy's Hospital about the plans around Newcomen Street, which also was not reflected in the report.
3. Particular concerns had been raised about Great Suffolk Street, and about the junction of Great Guildford Street and Copperfield Street regarding the safety of cyclists. An alternative route should be found.
4. The Newcomen Street proposals only had 50% support. It would be helpful to know how any further modelling would be received.

4.5 CYCLE QUIETWAY - ELEPHANT & CASTLE TO CRYSTAL PALACE

Councillors considered the information in the report.

In answer to questions, Ian Richardson, said that this was the first stage of the design process, and so the finer points about junctions would be ironed out in later designs. Officers were looking to have low traffic volume on the route. Leah Coburn explained that there would be further consultation with stakeholders, for example about Great Suffolk Street. Leafletters were being tracked by GPS on their watches. It would not be possible for the council to police Quietways in terms of speed, but cyclist who wanted to get somewhere quickly would be most likely to use the cycle superhighways, rather than Quietways.

RESOLVED:

That the following comments be fed back to the cabinet member for environment and public realm:

1. There are concerns about the low response rate. A re-consultation should be considered.
2. Further concerns have been raised about cyclists going through Burgess Park, and about the speed of cyclists using the Quietways.
3. There would be an effect on residents' parking and their needs needed to be taken into account.

Councillor Darren Merrill, cabinet member for environment and public realm, said the decisions would be made in January 2016, and invited residents to contact him directly about items 4.4 and 4.5, if they had any further comments.

The chair thanked everyone for attending.

The meeting ended at 4.30 pm.

CHAIR:

DATED:

**Public questions received at Borough, Bankside & Walworth Community Council
21 November 2015**

Question	Response
<p>Are there plans for income generating parking spaces at Burgess Park greater than the existing ones?</p>	<p>There are no plans to introduce car parking charges at this time in Burgess Park.</p>
<p>How can Redman Green be protected as a green space?</p>	<p>Redman Green (fronting Borough High Street, south of Redman House and the Gladstone Arms) is identified as amenity space for the adjoining residential blocks. It is not currently designated as a protected open space by planning policy.</p> <p>Generally residential amenity space for housing estates across the borough does not meet the criteria for open space designation. This is because estate amenity land is not public open space and is ancillary to buildings in the estate.</p> <p>However, there is an opportunity to suggest that it should be protected by responding to the consultation on the New Southwark Plan preferred option. Written representations should describe the roles and functions of the open space as well as its quality to explain why it should be protected. They should be submitted by Friday 12 February 2016 by emailing planning.policy@southwark.gov.uk</p>
<p>Are there any plans for parking areas in the Elephant and Castle project?</p>	<p>Given the high public transport accessibility of Elephant and Castle, the provision of public car parking would not be supported by current policy. TfL are currently undertaking substantial improvement to the northern roundabout, delivering improvements for those using the space whether on foot, cycle or on public transport. Further investment is planned for the Northern Line ticket hall.</p>
<p>Will there be permits needed for barbecues in Burgess Park?</p>	<p>The two designated barbecue areas operate on a first come first served basis and are designed to be used by families and small groups, there are no permits required. Park users are asked to observe the council's guidelines for the safe and responsible use of the barbecues. Details can be found on site or online at http://www.southwark.gov.uk/info/200480/burgess_park/2724/burgess_park_bbg</p>

Question	Response
<p>Toilets in Burgess Park are needed. Who will clean them?</p>	<p>At present public toilet facilities are located at Chumleigh Gardens, the BMX Track, the Tennis Centre and the Community Sports Centre.</p> <p>Between November 2014 and August 2015 extensive consultation was carried out to develop a new Masterplan for Burgess Park. This consultation highlighted the need for further public toilets to be provided. We are pleased to confirm that the Chumleigh Gardens toilets will be refurbished during the early part of 2016 and that a new public toilet facility will be provided adjacent to the angling lake during the latter part of 2016.</p> <p>All existing toilet facilities are cleaned either by contract staff or the individual operators of the various facilities.</p>
<p>Please would the Council's Head of Highways outline what contact he has had with the City of London and with TfL with regard to the [proposed closure of Tower Bridge for around two months in October and November 2016, with special regard to mitigation of the traffic chaos and polluting traffic back-ups that are likely to have a seriously adverse effect on the community council area, on the north of the borough generally, and on neighbouring boroughs, prolonging the misery and cost to the local economy currently being caused by TfL works in the Elephant and Castle area and elsewhere.</p>	<p>The maintenance works that require the closure of Tower Bridge are still provisionally planned to commence in October. TfL, the Corporation of London and Southwark council are in discussions on how best to mitigate the disruption the closures will have on the road network. TfL are planning investigatory works in January to establish what is required to bring the bridge deck up to specification. The works will be undertaken overnight with lane closures. Once the investigations are complete, officers will be holding a follow-up meeting to discuss durations, timings, traffic management required, possible disruption and mitigation measures.</p>
<p>The speed limit of cyclists in Burgess Park should state a lower speed. I was almost killed by a cyclist who never even stopped to find if I was alright and I could even hear him shouting as he sped off. It's a good thing I didn't experience a heart problem.</p>	<p>The Burgess Park masterplan sets out a number of indicative proposals for enhancing cycling routes within the Park. Details of the cycling vision identified in the masterplan can be found online on the cycling and footpaths download <u>http://www.southwark.gov.uk/downloads/download/3998/shape_the_future_of_burgess_park</u></p> <p>The proposed routes will be carefully designed to encourage safe and responsible cycling and also considering the needs of other parks users and pedestrians.</p>

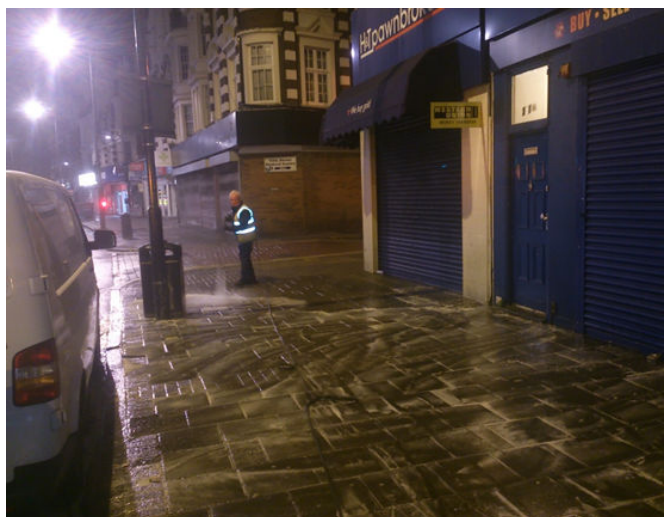
Question	Response
<p>In 2016 Southwark Council will consult on the Burgess Park section of the Elephant & Castle to Crystal Palace Quietway (QW7). In the consultation documents for the two adjoining sections of QW7 (Falmouth Road to Albany Road and New Church Road/Edmund Street junction to Peckham Road) it is stated that the Cabinet Member for Environment and the Public Realm will be making a formal decision on these two sections before the end of 2015.</p> <p>How can a consultation on the Burgess Park section of QW7 be in line with Table 7 of Southwark Council's adopted statement of community involvement and allow for a fair consultation with communities when a decision on the two sections either side will already have been made? If these two sections are indeed approved then how can the consultation possibly address where QW7 enters the park?</p>	<p>The council intends to make a decision on the entire Quietway 7 route (excluding section in the Burgess Park) once consultation is completed for the entire route. This is likely to be around end of March / April 2016.</p> <p>Consultation for the detailed design of the Burgess Park section the route is scheduled to commence late February 2016 and a decision made around May 2016.</p> <p>The overall route alignment, including through Burgess Park, has previously been agreed as part of the masterplan and cycle strategy consultations.</p> <p>Due to different funding source and delivery programme decisions will have to be made at different times for section of the route via Burgess Park and the highway.</p> <p>However, the council will ensure the proposals on the highways and park are joined up and complement each other.</p>
<p>Southwark Park open air swimming pool – could we not have similar in Burgess Park?</p>	<p>The review of the Masterplan for Burgess Park involved extensive consultation with park users and the local community to engage their views on their priorities for further investment with the park. The provision of an outdoor swimming pool was not identified to be a priority and does not feature within the Masterplan.</p>
<p>Why are the whole of the balcony lighting and the flood lighting which lights the way into the blocks at:</p> <ul style="list-style-type: none"> • Broomfield House SE17 1SY on the Congreve Estate and • Comus House on Congreve Street, SE17 1TG <p>on during daylight hours? How is helping the blocks' carbon foot print?</p>	<p>On inspection, officers found that the contactor in Broomfield House was in the 'manual' position. This was switched back to 'auto' and the lights turned off. This resolved the issue.</p> <p>In Comus house, two sides of the building were lit up in the daytime. The contactors (Royce Thompson) for both sides were set to auto and the contactors seemed to be faulty. A job had been raised and the issue resolved.</p>

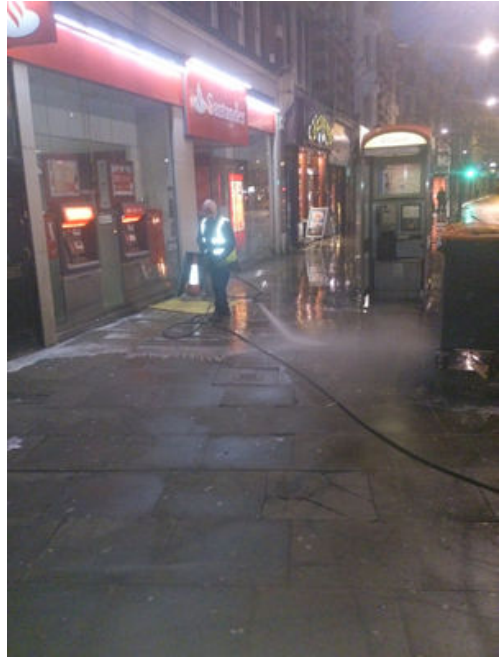
Question	Response
<p>It was mentioned at the Community Council meeting that there are plans to put two cycleways through Burgess Park — Quietway 7 and the Southwark Spine - and, as was pointed out by the Southwark Cyclists' representative at the meeting, these will attract many commuter cyclists to the park. However -</p> <ol style="list-style-type: none"> 1. A petition against the Southwark Spine running straight through the park was presented to Southwark Council, and had over 500 signatures. 2. There is already an acknowledged problem with speeding cyclists in the park. The quiet route running along the Surrey Canal Walk, for instance, has been taken over by commuter cyclists. 3. There are already roads through the park - Wells Way in particular - which could be improved to make the commuter links North and South without spoiling the peace, quiet and relaxation of other park users who wish to enjoy the vastly improved park environment. 4. Many if not most cyclists will expect that on a specified cycling route they can proceed at commuter pace. This will inconvenience if not endanger pedestrians. <p>One must ask, given the above: why Southwark Council is still wedded to these cycle routes? Secondly, and specifically, why - as a first step - couldn't Wells Way be used to improve the link from QW7, rather than sending cyclists from a designated cycle lane into the park, where they will be sharing a path with all sorts of park users?</p>	<p>The routes affecting Burgess Park are currently under review and one update to the maps published will be made in spring next year.</p> <p>Regarding the specific confirmed routes:</p> <p>The Quietway from Kennington Park to Trafalgar Avenue has a proposed alternative of St. Georges Way and this is currently subject to TfL accepting the cost of the route before any outline design can be looked at. There will be early engagement on this locally in the New Year.</p> <p>The Southwark Spine route is going to commence with the section south of Burgess Park so that the Master Plan and Aylesbury re-development are further established before officers undertake a review of the 'level of service' needed and desired routes north of the park. There is also going to be a high level study to establish a preferred link from this southern section of the Spine to Quietway 7 which does not involve a route through the park. This will include looking at the use of Wells Way.</p>

Question	Response
<p>Is there still compost containers still available?</p>	<p>Residents can be supplied with compost bins - although there is a charge. The following is an extract from the web-page: http://www.southwark.gov.uk/info/530/food_and_garden_waste/2118/home_composting</p> <p>Compost bins</p> <p>Home compost bins are ideal if you have a garden. The recycled plastic bins are available in two sizes and come with a five litre ventilated kitchen caddy, composting manual and access to a composting helpline.</p> <ul style="list-style-type: none"> •The 220 litre bin is 90cm tall with a 74cm base diameter •The 330 litre bin is 100cm tall with a 80cm base diameter <p>The kitchen caddy can be used to hold your organic kitchen waste before you take it to the compost bin.</p> <p>To keep your caddy clean, you can use biodegradable/compostable liners (these can be bought from your local supermarket), your old plastic bags (although these cannot be put in the bin) or a couple of sheets of newspaper that will soak up moisture and will decompose easily.</p> <p>Compost bins can be purchased for £10 from the Reuse and Recycling Centre.</p> <p>Can-o-worms</p> <p>The 45 litre Can-O-Worm kits are made from recycled plastic and come with generous extras to help make your wormery go smoothly including; bedding block, lime mix, worm 'treat', moisture mat and detailed instructions - all you need to start successful composting with a wormery.</p> <p>Worms are dispatched in special packaging to ensure they reach you in top condition but they will need to be transferred into the bedding kit within two to three days once delivered.</p> <p>Can-O-Worms can be purchased for only £30 from the Reuse and Recycling Centre.</p> <p>Buying a home composting kit or Can-O-Worms</p> <p>You have the option to collect these from the Reuse and Recycling Centre or for an extra cost of £5.49 you can arrange to have them delivered to your home.</p>

	<p>Collection</p> <p>You can collect a home compost bin or Can-O-Worms from the Reuse and Recycling Centre, 43 Devon Street , London , SE15 1AL seven days a week between 9am and 6pm during the winter months (1 October until 31 March) and from 9am and 8pm during the summer months (1 April until 30 September).</p> <p>You will need to bring proof of address (e.g. a council tax or utility bill), photo identification (e.g. passport or driving licence).</p> <p>Please pay using cash only.</p> <p>Home delivery</p> <p>Home compost bins / Can-O-Worms</p> <p>To get a home compost bin or Can-O-Worms delivered to your home this will cost an extra £5.49 for delivery. To arrange this call Getcomposting.com on 0845 130 60 90 or visit their website. Alternatively you can order by post. Simply send details of your product choice, name, delivery address, telephone number and email address, together with a cheque or postal order for the due amount to:</p> <p>Getcomposting.com - Southwark offer FREEPOST RRSX-TXTE-RCCB 1 Whitehall Riverside Leeds LS1 4BN</p> <p>Getcomposting.com also offers a range of other compost bins, accessories and water butts. See their website for details.</p>
<p>Councillor Hargrove spoke about the cost of replanting trees lost to the redevelopment projects and other public works. Is it possible to require landowners/developers/investors to include funding for tree and green space replacement in the proposals they submit for regeneration projects? If it is not possible to require this, might they be strongly encouraged?</p>	<p>The council would seek to negotiate with developers to replace those trees which were agreed could be removed. There are some cases, when a tree is either subject to a tree preservation order (TPO) or is identified as having a very high amenity value, where the council's planning department may not agree to its removal. Lend Lease Elephant Park is a good example of a comprehensive approach based on replacing overtime the value of the trees which are to be removed.</p>

Question	Response
<p>When are the pavements on Walworth Road being cleaned with water jets? None of the residents has ever seen this happen.</p>	<p>Walworth Road was washed week commencing 27 July, 24 August, and 29 September. Walworth Road is washed on a monthly basis during the summer months. Walworth Road is very busy at the best of times, so the street is washed between 5.00am and around 6.30am, as it then starts to get busy with footfall. We usually allocate three mornings to clean the whole road, dependant on how dirty the paving is. (see also photos below) When the weather is too wet or cold, the road is not washed to prevent issues such as erosion and damage to paving.</p>





Item No. 4.1	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Cleaner Greener Safer - funding reallocation	
Ward(s) or groups affected:		Cathedrals, Chaucer, East Walworth, Faraday, Newington	
From:		Head of Highways	

RECOMMENDATION

1. That Borough, Bankside and Walworth Community Council approve the re-allocation of a total of £57,608 as part of the 2016/17 CGS programme.

BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2015, £8.07m has been made available to local residents in Borough, Bankside and Walworth Community Council area, to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

KEY ISSUES FOR CONSIDERATION

3. Appendix 1 lists seven projects plus an unallocated amount from 2015-16 Cleaner Greener Safer programme to give a total under spend of £57,608
4. It is noted that there was £2,088 unallocated from 2015-16 Cleaner Greener Safer programme in Chaucer ward. This funding is still available to award to new projects.
5. It is noted that 106467 Pullens Estate bike lockers project completed with an underspend of £2,100 and this funding is available to award to new projects.
6. It is noted that 106390 Doddington Grove Bike Lockers project was cancelled as alternative funding was identified to install cycle lockers on Doddington estate. This releases £4,550 funding to award to new projects.
7. It is noted that 106767 Wansey Street trees project was cancelled as alternative funding was identified to plant more trees in the area. This releases £10,000 funding to award to new projects.

8. It is noted that 105991 Greener, cleaner Walworth SE17 project which was awarded as a grant to Bizextra was cancelled as the scheme was no longer feasible. This releases £9,220 funding to award to new projects.
9. It is noted that 106620 Symington House wild garden project which was awarded as a grant to Leathermarket JMB required less funding than originally awarded as LJMB secured additional funding and returned part of the grant to the Community Council. This releases £5,400 funding to award to new projects.
10. It is noted that 106624 Making Meakin more project which was awarded as a grant to Leathermarket JMB was returned to the Community Council as the site would be unavailable for over a year. This releases £13,500 funding to award to new projects.
11. It is noted that 106647 Harper Row shops project was reduced in scope as separate funding became available which means a larger, more complex scheme can be delivered. This releases £10,750 funding to award to new projects.
12. It is recommended that the total unallocated funding of £57,608 is reallocated as part of the 2016/17 CGS programme.

Policy implications

13. None.

Community impact statement

14. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
15. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
16. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
 - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
17. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

18. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
- a. Remove or minimise disadvantages connected with a relevant protected characteristic;
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
 - c. Encourage persons who share a relevant protected characteristic to participate in public life or any other activity in which they are under-represented.

Resource implications

19. This is the funding reallocation recommendation of existing CGS funding of £57,608 to 2016/17 that was originally awarded in 2013/2014 2014/2015 and 2015/16. (See attached Appendix 1 for details of the existing projects along with the cost codes). CGS funding is devolved to community councils to spend on suitable projects.
20. The profiling of the budgets will be amended once the recommendations have been approved and the schemes will be monitored and reported on as part of the overall capital programme.
21. Management of the reallocation of the funding will be contained within existing budgets.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

Consultation

23. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

24. The allocation of the Cleaner Greener Safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
25. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
26. This report is recommending that the Borough, Bankside and Walworth Community Council approve the reallocation of available funds from the 2013/2014, 2014/2015 and 2015/16 programmes as specified at appendix 1 to the 2016-17 capital funding allocation. The power for this function is detailed in Part 3H paragraph 11 of the Constitution which states that Community Councils have the power of "Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet".

27. The cabinet member for transport environment and recycling approved the funding for 2015/2016 programme in September 2014 by exercising his powers under Part 3D paragraph 2 of the constitution. Where funding needs to be reallocated the community council approval being sought here is therefore the appropriate constitutional step in the process.
28. Community council members also have powers under paragraph 12 of Part 3H of the Constitution to oversee and take responsibility for the development and implementation of the local schemes.
29. In allocating funding under the CGS community councils must have regard to the council's equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 17 in the Community Impact Statement.

Strategic Director of Finance and Governance

30. The report requests the approval of Borough, Bankside and Walworth Community Council for the re-allocation of a total of £57,608 originally allocated to projects under the Cleaner Greener Safer (CGS) programme to other CGS projects as set out in Appendix 1.
31. The strategic director of finance and governance notes that the re-allocation of the CGS funding will be contained within the existing departmental capital budgets for cleaner greener safer programme allocated as part the council's capital programme.
32. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Borough, Bankside and Walworth Community Council Meeting held on Saturday 7 February 2015, Minutes item 14 http://moderngov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&MId=4819&Ver=4	Environment and Leisure / Public Realm Projects 160 Tooley Street	Andrea Allen 020 7525 0860
Borough, Bankside and Walworth Community Council Meeting held on Tuesday 17 March 2015, Minutes item 12 http://moderngov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&MId=4816&Ver=4	Environment and Leisure / Public Realm Projects 160 Tooley Street	Andrea Allen 020 7525 0860

Borough, Bankside and Walworth Community Council Meeting held on Saturday 1 February 2014, Minutes item 12 http://moderngov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&MId=4675&Ver=4	Environment and Leisure / Public Realm Projects 160 Tooley Street	Andrea Allen 020 7525 0860
Borough, Bankside and Walworth Community Council Meeting held on Monday 22 April 2013, Minutes item 9 http://moderngov.southwark.gov.uk/ie/ListDocuments.aspx?CId=350&MId=4314&Ver=4	Environment and Leisure / Public Realm Projects 160 Tooley Street	Andrea Allen 020 7525 0860

APPENDICES

No.	Title
Appendix 1	Borough Bankside and Walworth CC Available CGS Capital Funding 2015-16

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	14 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	

TABLE OF UNDERSPENDS/ REALLOCATIONS		BOROUGH BANKSIDE AND WALWORTH CC AVAILABLE CGS						
Ward		Cathedrals	Chaucer	East Walworth	Faraday	Newington	Total	Comments
	Scheme title							
106467	Pullens Estate bike lockers					£2,100		Scheme completed with underspend
106390	Doddington Grove Bike Lockers					£4,550		Scheme cancelled - funding not required
106767	Wansey Street trees			£10,000				Scheme cancelled - funding not required
105991	Greener, cleaner Walworth SE17 - grant			£1,845	£7,375			Scheme cancelled - not feasible
106620	Symington House wild garden		£5,400					Total amount of funding required less than awarded
106624	Making Meakin more		£13,500					Scheme cancelled - site unavailable until at least May 2016
106647	Harper Row shops		£10,750					Scheme curtailed as separate funding now available
Chaucer	unallocated in 2015-16		£2,088					Unallocated from 2015-16 CGS programme
	Available underspend by ward	£0	£31,738	£11,845	£7,375	£6,650	£57,608	Available funding for reallocation

Item No. 4.2	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Cleaner Greener Safer 2016-17: Capital Funding Allocation	
Ward(s) or groups affected:		Cathedrals, Chaucer, East Walworth, Faraday, Newington	
From:		Head of Highways	

RECOMMENDATION

1. To approve the allocation of funds for the 2016-17 Cleaner Greener Safer capital programme in the Borough, Bankside and Walworth Community Council area from the list of applications set out in Appendix 1.

BACKGROUND INFORMATION

2. The council's Cleaner Greener Safer capital programme has been running since 2003.
3. In the first 13 years of the CGS programme, £32,273,000 has been allocated to Community Councils leading to 2,242 projects being approved.
4. In the Borough, Bankside and Walworth Community Council area, £8,071,932 has been allocated to 505 projects, 454 of which have been completed to date.
5. Examples of the types of projects that have been funded include:
 - Parks, community gardens, landscaping, tree planting and wildlife areas
 - Children's playgrounds, youth facilities, ball courts and cycle tracks
 - Lighting, security measures, pavements, streets, and tackling 'grot spots'
 - Grants to local groups to self-deliver projects

KEY ISSUES FOR CONSIDERATION

6. There is £447,619 available for the 2016/17 CGS capital programme for new projects in the Borough, Bankside and Walworth Community Council area.
7. Unallocated funding from previous years' programmes will also be reallocated subject to approval in a separate report.
8. Eligible proposals must bring about a permanent improvement and make an area cleaner, greener or safer.
9. Proposals with revenue costs, including salaries or computer equipment, feasibility studies, costs for events, festivals, workshops or other one-off events

are not eligible for capital funding. CCTV proposals, internal improvements to housing property, works on schools where there is no access to the general public are also not eligible. Works on private property are not eligible unless there is a long-term guarantee of public access or a demonstrable public benefit.

10. The application form invited expressions of interest for the applicants to deliver projects themselves. A due diligence exercise to ensure that this is both practical and realistic has been undertaken as part of the feasibility process. In such cases, the council would give the funding allocation to the applicant in the form of a capital grant, with appropriate conditions attached.

Policy implications

11. The Cleaner Green Safer programme is fully aligned with the council's policies around sustainability, regeneration and community engagement.

Community impact statement

12. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community safety as well as consultation on a wide range of policies and strategies that affect the area.
13. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The Cleaner Greener Safer programme is an important tool in achieving community participation.
14. In fulfilling the above objectives that community councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decision to the need to:
 - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
 - b. Advance of equality of opportunity between persons who share a relevant protected characteristics and those who do not share it;
 - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
15. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
16. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
 - a. Remove or minimise disadvantages connected with a relevant protected characteristic;
 - b. Take steps to meet the different needs of persons who share a relevant protected characteristic;
 - c. Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-

represented.

17. All ideas for CGS projects come directly from the local community via a simple project nomination form available in electronic and paper format.

Resource implications

18. The funding for the 2016/17 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the Launch of Cleaner Greener Safer Capital Programme 2015/16 report dated August 2014.
19. All professional fees related to the project are also treated as the capital costs of the project. Where projects are awarded as a grant to organisations, the community council award letter will not include the professional fees which will be charged direct to project costs.
20. CGS projects must be completed within two years of award of funding. Projects that are unlikely to be completed within two years will be reported to community council and available budgets may be reallocated to other projects. Revenue costs not covered by maintenance or the contractual liability period will fall upon the asset owner. The business unit will be notified of the likely costs before the schemes proceeds, in order to secure permission to implement the scheme.
21. After the defects and liability period, or three year maintenance period in the case of planting works, all future maintenance is assumed by the asset owner, for example Housing, Parks, Highways, or in some cases external asset owners. Therefore, there are no revenue implications to the public realm projects business unit as a result of approving the proposed allocation.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.
23. Value for money will be ensured when the contract is procured by following the council's contract standing orders.

Consultation

24. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents, Tenants and Residents Associations and local community groups where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

25. The allocation of the Cleaner, Greener, Safer capital fund ('CGS') is an executive function, delegated by the Leader to community councils.
26. Community councils are 'area committees' within the meaning of the Act and executive functions can be delegated to them by the Leader.
27. This report is recommending that the Borough Bankside and Walworth

Community Council approve the allocation of funds to the individual projects specified at appendix 1. The power for this function is detailed in Part 3H paragraph 11 of the Constitution which states that Community Councils have the power of “Approval of the allocation of funds to cleaner, greener, safer capital and revenue schemes of a local nature, using the resources and criteria identified by the cabinet”.

28. The cabinet member for transport environment and recycling approved the funding for the 2016/2017 programme in August 2014 by exercising his powers under Part 3D paragraph 2 of the Constitution; and the community council approval being sought here is therefore the next constitutional step in the process.
29. Community council members also have powers under paragraph 12 of Part 3H of the constitution to oversee and take responsibility for the development and implementation of the local schemes.
30. In allocating funding under the CGS community councils must have regard to the council’s equality duty set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties need to be considered in the body of the report at paragraphs 14 to 16 in the community impact statement.

Strategic Director of Finance and Governance

31. This report is seeking the approval of the dulwich community council for the allocation of funds for the 2016/17 Cleaner Greener Safer (GGS) programme in the Borough, Bankside, Walworth Community Council area from the list of applications set out in appendix 1.
32. The strategic director of finance and governance notes the resource implications contained within the report that the cost will be contained within the departmental capital budgets for CGS as part of the council’s capital programme.
33. Officers’ time and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Launch of Cleaner Greener Safer Capital Programme 2015/16 - August 2014	http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=4798	Michelle Normanly 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Borough, Bankside and Walworth Community Council Cleaner Greener Safer Capital programme 2015/16: Applications

AUDIT TRAIL

Lead Officer	Matt Hill, Head of Highways	
Report Author	Andrea Allen, Senior Project Manager	
Version	Final	
Dated	18 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	18 January 2016	

**Borough Bankside Walworth Community Council
Cleaner Greener Safer Capital programme 2016/17: Applications**

Reference	Proposal Name	Ward	Type of Application
525557	Applegarth House green wall	Cathedrals	Capital
508022	Lucy Brown House bike shed	Cathedrals	Capital
510310	Clean and Safe Counter Court	Cathedrals	Capital
522530	Extension of heritage railings in Geraldine Mary Harmsworth Park	Cathedrals	Capital
700007	Elliott's Row pocket park playground improvements	Cathedrals	Capital
700006	Princess Street SE1 grot spot new brick planter	Cathedrals	Capital
525557	Applegarth House green wall	Cathedrals	Capital
528546	Cultural Exchange	Cathedrals	Capital
530373	Mint Green	Cathedrals	Capital
531989	Bridging the Low Line	Cathedrals	Capital
533816	Charlotte Sharman Edible Playground	Cathedrals	Capital
534054	Green House Project	Cathedrals	Capital
534611	Blooming Great Suffolk Street Parade	Cathedrals	Capital
534735	The rain harvesting station.	Cathedrals	Capital
534997	Revealing Crossbones	Cathedrals	Capital
535122	Lamlash Garden completion project	Cathedrals	Capital
535144	Pearly Queen Urban Bee Project	Cathedrals	Capital
535359	Lighting, planting and play for Mawdley House courtyard, Webber and Quentin Estate.	Cathedrals	Capital
535538	Borough Road Community Safety Improvements	Cathedrals	Capital
535542	Redman Green - Children's Play Area	Cathedrals	Capital
535832	Marlborough Sports Garden	Cathedrals	Capital
536057	Scovell cleaner Safer	Cathedrals	Capital
536418	Copperfield Street Community Garden:Raised bed planting scheme	Cathedrals	Capital
700076	Rochester Estate playground fencing and lighting	Cathedrals	Capital
700079	Webber Row estate playground	Cathedrals	Capital
504317	Sorting out the roadway on Potier Street.	Chaucer	Capital
506483	Whitworth/play court renewal	Chaucer	Capital
509525	Rockingham Pre School outdoor improvement.	Chaucer	Capital
510093	Rockingham community allotment	Chaucer	Capital
510102	Rockingham out door gym.	Chaucer	Capital
515060	Rockingham Estate cage	Chaucer	Capital
520967	Bin Chute Roof Wild Flower Garden	Chaucer	Capital
520970	Safety fencing/netting for our bin chute buildings	Chaucer	Capital
522544	Eynsford House Garden	Chaucer	Capital
524101	Meadow Row accessibility	Chaucer	Capital
700014	Safer brighter car park at Symington House	Chaucer	Capital
527062	Steps to Food Growing	Chaucer	Capital
531405	Rockingham My Shed	Chaucer	Capital
531909	Making Meakin More	Chaucer	Capital
532854	Young Stars Academy	Chaucer	Capital & Revenue
533977	Prioress Street Landscaping, Greening and Cycle storage project	Chaucer	Capital
534076	ROTHSAY STREET COMMUNITY ENVIRONMENTAL IMPROVEMENT AND COMMUNITY SPACE PR	Chaucer	Capital
535021	Albert Barnes House bicycle lockers	Chaucer	Capital
535954	Improving the front of Newall House	Chaucer	Capital
535997	Medieval Garden for St George the Martyr	Chaucer	Capital
536113	Potier Street Landscaping and bicycle storage project	Chaucer	Capital
536180	Bicycle hangar on Rothsay Street.	Chaucer	Capital
536181	Haddonhall and Grange Primary School Art and Signage Project	Chaucer	Capital
536188	A Cleaner Greener Safer Meadow Row	Chaucer	Capital
700056	Bike Lockers within the Grounds of Longridge House	Chaucer	Capital
700088	Vertical Gardens - Cluny Estate	Chaucer	Capital
700001	Gipsy Hill Playground	College	Capital
523402	The Salisbury Row Park Community Orchard - raised beds for vegetable growing.	East Walworth	Capital
529280	Browning EMA Community Garden/Allotment	East Walworth	Capital
533776	Somewhere for bikes on Kinglake	East Walworth	Capital
534418	Congreve and Barlow Estate Bicycle Storage - Boarley House	East Walworth	Capital
534753	Alvey Estate Playground Phase 2	East Walworth	Capital
534871	Greening Larcom Street Conservation area	East Walworth	Capital
534887	Street signs to Pembroke House	East Walworth	Capital
534889	Pembroke House: toilet and wash-hand basin for Community Garden	East Walworth	Capital
534955	Grow Elephant Community Garden Facilities Improvements	East Walworth	Capital
535125	Comus House Recycling Area	East Walworth	Capital
535452	Burgess Park Cricket Academy - Netting and Mat	East Walworth	Capital
700044	Community Football Club	East Walworth	Capital
536144	Lighting for East Street Hub	East Walworth	Capital
536281	Considerate Cycling Signage in Burgess Park.	East Walworth	Capital
536331	Surrey Square Park Nature Garden Noticeboard and Interpretation Boards	East Walworth	Capital
523679	3/4 fencing for recycle bin/repair existing fencing,	Faraday	Capital

Reference	Proposal Name	Ward	Type of Application
524538	Missenden Play Area Aylesbury Estate	Faraday	Capital
524609	Soane House community garden	Faraday	Capital
532616	Thurlow Street - Extra street lighting.	Faraday	Capital
533587	Safe and Dry cycle parking on Aylesbury Road, Walworth	Faraday	Capital
534211	Bike Hangers for Walworth Area	Faraday	Capital
534392	Kingston Estate Play Area	Faraday	Capital
700032	Bridport Gardens Improvement Project	Faraday	Capital
535916	Touching Lives	Faraday	Capital & Revenue
536033	Liverpool Grove Improvements Design Stage	Faraday	Capital
536094	InSpired Spaces	Faraday	Capital & Revenue
700097	Liverpool Grove - Octavia Hill Estate Planting	Faraday	Capital
700002	Slade Walk Planting Area	Newington	Capital
700004	Eglington bike storage	Newington	Capital
700003	Slade Square planting and greening	Newington	Capital
700005	Additional equipment for the existing childrens play area	Newington	Capital
700011	Football Prevention Around Maddock Way	Newington	Capital
526445	Rutley Close lighting	Newington	Capital
528992	Pasley Park Gym	Newington	Capital
532090	Upgrading Lighting and Security of the community club	Newington	Capital
700021	Olney Road Garden Project Fencing	Newington	Capital
533266	Ambergate Street Garden Project additional funding	Newington	Capital
533404	Park benches and new flora for the garden park area in Ambergate Street	Newington	Capital
534302	Bicycle Safety	Newington	Capital
535456	Greener Draper 2016	Newington	Capital
535655	Safe bicycle storage on 1 - 38 Fielding Street	Newington	Capital
535815	What's on at Walworth Garden	Newington	Capital
535874	Peacock St planters	Newington	Capital
535908	Walworth Society Green Link Heritage Entrance to Sturgeon Road	Newington	Capital
535925	Penton Place (south end) secure cycle storage	Newington	Capital
536022	Low Line West Walworth	Newington	Capital & Revenue
536135	Pullens Cyclehangars	Newington	Capital
536434	Edible Beds Flowers and Herbs	Newington	Capital
700053	Penrose Community Park	Newington	Capital
700077	Rutley Close planting	Newington	Capital
700096	West Indies United Cricket Project	Newington	Capital

Item No. 4.4	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Community Council Highways Capital Investment 2014/15	
Ward(s) or groups affected		All in the community council area	
From:		Head of Highways	

RECOMMENDATION

1. To agree the funding of the proposed schemes for the Borough, Bankside and Walworth Community Council proposed by ward members and set out in Appendix 1; or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council’s reactive maintenance programme.
3. The council’s non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011/12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in Highways Capital Investment Programme 2014/15 dated 12 December 2013 (Appendix 4) and also found at:
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Borough, Bankside and Walworth Community Council is allocated £190,475 in 2014/15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. The funding for 2014/15 is yet to be allocated and has been carried forward to this year for spends. Previously decision on this item has been deferred. This report contains previous recommendation of ward members and additional proposals from Cathedrals ward members.

KEY ISSUES FOR CONSIDERATION

7. Following last Borough, Bankside & Walworth Community Council meeting held on

21 November 2015, it agreed that projects for Newington and East Walworth wards are to be agreed at the next community council meeting.

8. Following this, officers wrote to Newington and East Walworth members seeking their proposals. No additional proposals have been received from East Walworth ward, one proposal from Newington ward is incorporated in Appendix 1 (Alberta/Ambergate Street)
9. The overall remaining 14/15 budget available to the Borough, Bankside and Walworth Community Council is **£120,780**. Bowling Green Place was approved on 21 November 2015 is also highlighted in Appendix 1. Any funds remaining unallocated after this meeting will be carried over into the 15/16 programme for allocation at a future meeting.
10. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community council selections

11. This money can be spent on any asset renewal or replacement project selected by the community council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a community council wish to do so.

Delivery

12. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2015/16. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

13. There are no specific community impact issues arising from the recommendations.

Financial implications

14. The overall programme for the works covered in this report are based on initial estimates and may fluctuate due to varying circumstances such as sub strata conditions or other adjacent works which may require the work items and estimates to be adjusted.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward members proposals for 2014-15
Appendix 2	Extract from the highways capital investment programme for 2014/15 - community council investment allocations (Appendix 4)

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Himanshu Jansari, Project Engineer	
Version	Final	
Dated	12 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team		12 January 2016

Devolved Community Council Funded Schemes

Community Council : Borough, Bankside and Walworth Cc

Date: 30 January 2016

Funding

Under spend from previous years	£38,952
Allocation for FY 2014/15	£190,475
Implementation Fees	-£13,333
Approved Schemes total till date	-£95,314
Total available for 2014/15	£120,780

Ward Member's Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Gladstone Street	Cathedral	Carriageway	£37,986	Approved on 16 September 2015
Colnbrook Street	Cathedral	Carriageway	£38,976	
Bowling Green Place	Chaucer	Carriageway	£30,891	
Bowling Green Place	Chaucer	Footway	£29,452	Approved on 21 November 2015
Law Street	Chaucer	Carriageway	£36,800	
Law Street	Chaucer	Footway	£51,440	
Meadow Row	Chaucer	Footway	£25,720	Localised Refurbishment East Side only
Rockingham Street	Chaucer	Footway	£21,572	Localised Refurbishment work.
John Ruskin Street	Newington	Footway	£27,876	Approved on 16 September 2015
Faunce Street	Newington	Carriageway	£29,753	
Stoney Street	Cathedral	Carriageway	£29,847	Section between Southwark Street to Park Street
Stoney Street	Cathedral	Footway	£83,500	
Great Suffolk Street	Cathedral	Footway	£18,500	Western Section between Surrey Row and union Street
Davidge Street	Cathedral	Carriageway	£23,500	
Nicholson Street	Cathedral	Footway	£31,478	
Burrell Street	Cathedral	Carriageway	£27,500	
Burrell Street	Cathedral	Footway	£26,585	
Alberta/Ambergate Street	Newington	Footway	£15,342	
		Overall Total	£520,856	

Note: to date, no feasible proposals have been put forward for East Walworth or Faraday wards

Extract (Appendix 4 of the highways capital investment programme for 2014/15 – community council investment allocations)

Community Council	Ward	Allocation (£k's)	Total (£k's)
Bermondsey and Rotherhithe	Grange	38.095	209,525
	Livesey (part)	19.050	
	Riverside	38.095	
	Rotherhithe	38.095	
	South Bermondsey	38.095	
	Surrey Docks	38.095	
Borough, Bankside and Walworth	Cathedrals	38.095	190,475
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
	Newington	38.095	
Camberwell	Brunswick Park	38.095	114,285
	Camberwell Green	38.095	
	South Camberwell	38.095	
Dulwich	College	38.095	114,285
	East Dulwich	38.095	
	Village	38.095	
Peckham and Nunhead	Livesey (part)	19.050	171,430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			800,000

Item No. 4.5	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local Parking Amendment – Waterloo Road	
Ward(s) or groups affected:		Cathedrals, East Walworth and Newington	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the bus stand located outside 300 Waterloo Road is retained on street indefinitely. No formal traffic order processes are required to facilitate this.

BACKGROUND INFORMATION

2. Paragraph 15 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
3. The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

4. At the community council meeting on the 16 September 2015 members were asked to approve the installation of a bus stand on Waterloo Road outside number 300 to accommodate London City Tours tour buses.
5. Prior to this meeting the stand had been located on Westminster Bridge Road but had been subject to complaints as the stand were located immediately adjacent to residential properties and passengers on the top deck of the buses were able to see into backyards and gardens.
6. Southwark Council was contacted by Transport for London (TfL) requesting the existing bus stand on Westminster Bridge Road be relocated to Waterloo Road as there are no other suitable locations on their network.
7. Given the number of complaints and the distress being caused to residents, TFL

asked to relocate the bus stand in advance of the September meeting. Officers emailed all councilors on the 21 August and asked if there would be any objections to this alteration to the usual decision making procedure. One email of support from Cllr Noakes was received and no objections.

8. At the meeting residents and adjacent business raised concerns about lack of consultation and the operation of the site.
9. The two businesses adjacent to the stand which were in operation at the time of the information consultation undertaken by TFL did not raise any objections to the proposals.
10. Officers believe the level of consultation undertaken was appropriate given the location of the stand. Waterloo Road is a three lane busy highway. Properties on the eastern side of Waterloo Road are fronted by a bus lane.
11. At that meeting, member agreed that the bus stand be approved for a trial period of three months, after which it will be reconsidered by the community council.
12. Transport for London have monitored the operation of the site and investigated alternative locations. Their report is attached at Appendix 1.
13. Officers believe changes made by TFL and London City Tours to the operation of the bus stand have mitigated any significant issues raised by residents at the Community Council meeting on the 16 September. In view of the above, and given the lack of suitable alternative locations, as shown in Appendix 1, it is recommended that the existing bus stand remains in situ.

Policy implications

14. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

General guidance

15. The policies within the Transport Plan are upheld within this report and have been subject to an equality impact assessment.
16. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
17. The recommendation is not considered to have a disproportionate effect on any other community or group.

Resource implications

18. There are no costs associated with retaining the bus stand.

Legal implications

19. Bus stands do not required Traffic Management Orders under the Road Traffic Regulation Act (RTRA) 1984.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 0207 525 4744

APPENDICES

No.	Title
Appendix 1	Transport for London – Waterloo Road bus stand

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Leah Coburn,	
Version	Final	
Dated	18 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	18 January 2016	

Waterloo Road London City Tours bus stand

Trial Operation
January 2016

Waterloo Road

London City Tours bus stand

Report on trial operation
January 2016

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3 Other communications received by TfL during the trial.....	10
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Appendix B – Road Safety Audit	Error! Bookmark not defined.

1 Background

In early 2015, Transport for London (TfL) installed a new bus stand in Westminster Bridge Road, solely for the use of a commercial operator, London City Tours Ltd. London City Tours Ltd is licensed to operate two routes in London, the Tower Loop and the West End Loop, as local services under London Service Permits (LSPs) issued by TfL. The applications were considered under the statutory guidance relating to licensing of bus services outside of the TfL network, and based on the statutory criteria TfL had no grounds to refuse the applications, subject to identification of suitable bus standing locations. Both routes operate daily, every 10 minutes in the Summer and every 15 minutes in the Winter between approximately 09.00 and 19:30. Any subsequent increase in frequency would have to be applied for and consulted on in accordance with the statutory processes for dealing with variations to LSPs.

The original Westminster Bridge stand facility was identified as a potentially suitable location and following the requisite statutory determination process was licensed for use as both a bus stop and stand for no more than two vehicles at any one time. After introduction, complaints were received from Cranfield Row residents that passengers on the top-deck of parked buses directly overlooked the back gardens of their properties. Subsequent investigation proved this to be the case and as a result of this concern about privacy, and discussion with local Councillors, we agreed to re-site the stand.

A new location on Waterloo Road was identified and, at the London Borough (LB) of Southwark's request, TfL consulted with the properties directly in front of the proposed new location, the H10 Hotel and the Unite Students, Wellington Lodge. Both indicated that they had no issues with the stand relocation and LB Southwark agreed to progress the proposal on an experimental basis.

When the new stand came into operation in September 2015, TfL received a complaint via email from a resident of a property on the other side of Waterloo Road, directly opposite the stand, on behalf of the Polychrome Court Freeholders Company Ltd.

The concerns raised were:

- City Tours buses were leaving their engines running while on the stand, resulting in both noise and pollution
- City Tours buses were causing increased congestion in the area, partly as a result of the ongoing Cycle Superhighway works at St George's Circus
- Additional buses contributed to an existing problem with private hire coaches serving the Old Vic theatre standing illegally in the area
- The scope of the original consultation was insufficient

In response, TfL commented that:

- It is against the conditions of London City Tours' Permit to leave engines running on stand and that we would monitor the stand to ensure this was not happening.
- TfL took traffic movement into account when siting the stand and was satisfied that the highway is wide enough for a bus stand without impacting on traffic flows. The works at St Georges Circus and Westminster Bridge Road were completed before 19 August 2015 with the exception of resurfacing which would be completed at night.
- Concerns about private hire coaches were being addressed by Southwark who would continue its existing enforcement measures

- TfL originally consulted with the properties directly fronting the proposed stand and this was considered proportionate

On 16 September 2015, the bus stand relocation to Waterloo Road was presented at the Borough, Bankside and Walworth Community Council meeting in order to gain approval for the reduction in loading required to facilitate the stand. This was a public meeting and a number of concerns from residents were raised as follows:

- Insufficient space for a vehicle to pass next to the stand
- Loss of loading space
- Concerns over safety of vehicle movements
- Inter visibility between the buses and the residential block opposite
- Noise and pollution caused by engines idling
- Litter and rubbish left by the drivers
- Gathering of drivers on footway

Councillors agreed for the stand to be subject to a three month trial period, with a final decision to be taken at January 2016's Community Council meeting.

During this period, TfL agreed to

- Install a flag at the stand with a sign reminding drivers to switch engines off (this would be carried out anyway as part of the normal process when installing a permanent bus stand)
- Liaise with London City Tours to ensure that they are fully aware of residential sensitives and the importance of adhering to the conditions of their London Service Permit and of maintaining a clean environment around the stand
- Monitor the stand to ensure that engines are switched off and that it used by no more than two buses at any one time
- Investigate alternative locations in the area where the stand could be relocated
- Complete a Road Safety Audit, addressing issues raised above concerning vehicle movements
- Provide this report to the next available Community Council to enable it to make an informed decision

2 Summary of action taken during the trial

2.1 Installing a bus flag

The following sign, advising drivers to switch off engines, was installed in the first week of November 2015



2.2 Liaising with London City Tours

TfL has been in regular contact with London City Tours during the trial period and City Tours has taken actions to reduce its usage of the stand. As explained in section 1, the facility is licensed as both a stop and a stand for two City Tour routes, the Tower Loop and the West End Loop. It was initially used by both routes for picking up and setting down passengers, for vehicles changing drivers, for vehicles being 'regulated' (held for timing reasons) and for drivers taking meal breaks.

In October 2015, London City Tours met with residents to discuss their concerns. Following this meeting, London City Tours and TfL identified alternative locations on the Tower and West End Loops where driver changeovers could be conducted. As a result, the Waterloo Road stand was then used primarily for regulation and meal breaks, significantly reducing activity at the stand.

However, this arrangement did not prove to be entirely practical, and so from 14 November 2015, driver changeovers on the Tower Loop only were moved back to Waterloo Road. This is how the stand remains to be used to date, meaning a reduction in 50% of London City Tour vehicles using the stand for driver changeovers and a significant reduction in the number of drivers waiting at the stand.

In addition, while the stand is still used to pick up and drop off passengers, drivers are only advised by City Tours controllers to stop here if required – otherwise they are instructed carry on to the next stop further down Waterloo Road towards the Old Vic.

Drivers waiting at the stand are also now instructed by London City Tours management to move away from the direct location to local amenities instead.

2.3 Monitoring the stand

TfL monitored the Waterloo Road stand for approximately 5 hours a week between 16 November 2015 and 10 January 2016 to ensure that engines were not left idling and that no more than two buses were on the stand at any one time. The results of this are summarised below:

16 November – 21 November 2015

Date	Day	Time	Summary of Incidents
15/11/2015	Sunday	n/a	n/a
16/11/2015	Monday	15:30 - 16:30	No incidents
17/11/2015	Tuesday	15:30 - 16:30	No incidents
18/11/2015	Wednesday	n/a	n/a
19/11/2015	Thursday	16:00 - 17:00	One report of a engines running for 4 minutes during a driver changeover
20/11/2015	Friday	16:00 - 17:00	One report of an engine being turned on and off over a 13 minute period
21/11/2015	Saturday	09:00 - 10:00 & 16:00 to 17:00	Two reports of engines running – one for 14 minutes and one for 4 minutes

22 November – 28 November 2015

Date	Day	Time	Summary of Incidents
22/11/2015	Sunday	n/a	n/a
23/11/2015	Monday	09:00 - 10:00	No incidents
24/11/2015	Tuesday	10:30 - 11:30	No incidents
25/11/2015	Wednesday	11:30 - 12:30	No incidents
26/11/2015	Thursday	13:00 - 14:00	Three reports of engines running – one for 5 minutes and two for 3 minutes
27/11/2015	Friday	15:00 - 16:00	No incidents
28/11/2015	Saturday	n/a	n/a

29 November – 5 December 2015

Date	Day	Time	Summary of Incidents
29/11/2015	Sunday	10:30 - 11:30	No incidents
30/11/2015	Monday	13:30 - 14:30	No incidents
01/12/2015	Tuesday	16:30 - 17:30	No incidents
02/12/2015	Wednesday	n/a	n/a
03/12/2015	Thursday	n/a	n/a
04/12/2015	Friday	09:30 - 10:30	No incidents
05/12/2015	Saturday	11:00 - 12:00	No incidents

6 December – 12 December 2015

Date	Day	Time	Summary of Incidents
06/12/2015	Sunday	10:30 - 11:30	No incidents
07/12/2015	Monday	09:30 - 10:30	No incidents
08/12/2015	Tuesday	13:00 - 14:00	No incidents

09/12/2015	Wednesday	13:30 - 14:30	No incidents
10/12/2015	Thursday	11:00 - 12:00	One report of a engine running for 4 minutes
11/12/2015	Friday	n/a	n/a
12/12/2015	Saturday	n/a	n/a

13 December – 19 December 2015

Date	Day	Time	Summary of Incidents
13/12/2015	Sunday	na	na
14/12/2015	Monday	na	na
15/12/2015	Tuesday	09:30 - 10:30	No incidents
16/12/2015	Wednesday	10:00 - 11:00	No incidents
17/12/2015	Thursday	10:30 - 11:30	No incidents
18/12/2015	Friday	11:00 - 12:00	No incidents
19/12/2015	Saturday	10:00 - 11:00	No incidents

20 December – 26 December 2015

Date	Day	Time	Summary of Incidents
20/12/2015	Sunday	na	na
21/12/2015	Monday	15:30 - 16:30	No incidents
22/12/2015	Tuesday	16:00 - 17:00	One report of a City Tours bus driver urinating in a public place
23/12/2015	Wednesday	16:30 - 17:30	No incidents
24/12/2015	Thursday	na	na
25/12/2015	Friday	n/a	n/a
26/12/2015	Saturday	n/a	n/a

27 December 2015 – 2 January 2016

Date	Day	Time	Summary of Incidents
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27/12/2015	Sunday	na	na
28/12/2015	Monday	na	na
29/12/2015	Tuesday	13:00 - 14:00	No incidents
30/12/2015	Wednesday	11:00 - 12:00	No incidents
31/12/2015	Thursday	na	na
01/01/2016	Friday	n/a	n/a
02/01/2016	Saturday	n/a	n/a

3 January – 9 January 2016

Date	Day	Time	Summary of Incidents
03/01/2016	Sunday	09:30 - 14:00	No incidents
04/01/2016	Monday	10:00 - 11:00	No incidents
05/01/2016	Tuesday	11:00 - 12:00	No incidents
06/01/2016	Wednesday	11:30 - 12:30	No incidents
07/01/2016	Thursday	12:00 - 13:00	No incidents
08/01/2016	Friday	n/a	n/a
09/01/2016	Saturday	n/a	n/a

All incidents above were reported to London City Tours for investigation. City Tours indicated that all relevant drivers would be identified and interviewed. Drivers found to be leaving engines running repeatedly would potentially be subject to dismissal for gross misconduct.

City Tours reported that the driver reported urinating in a public place had been identified and placed on a final written warning.

2.4 Alternative stand locations

See appendix A.

2.5 Road Safety Audit

A Road Safety Audit of the stand was conducted on 16 December 2014. The report concluded that the audit team did not identify any features of the scheme that could be

removed or modified to improve the road safety of the measures. A full copy of the report can be found in Appendix B.

3 Other communications received by TfL during the trial

23 September 2015 – Email from the office of Val Shawcross, AM regarding a complaint by a resident on the behalf of the Polychrome Court Freeholders Company Ltd

Concerns raised were:

- Privacy and lack of consultation with Polychrome Court residents
- Engines idling

TfL responded to this on 17 November noting that:

- The consultation met all statutory requirements. TfL consulted with the properties directly fronting the proposed stand prior to introduction and that this was felt to be proportionate to the scheme, given that Waterloo Road is already very busy and is wide enough for at least three lanes of traffic at this location. In addition, the stand has only currently been approved on a trial basis
- The conditions of London City Tours' Permit require the operator to ensure that engines are switched off while buses are on the stand. A sign has been installed to remind drivers of this requirement and we are monitoring the stand to ensure compliance

25 September 2015 – Students Unite email – received by LB Southwark and forwarded to TfL for information as part of the trial

Objection to the stand on the following grounds:

- They are double decker buses which are parked for long periods of time thereby completely blocking the light into our site
- Staff and tourists wait outside, blocking the pavement and creating litter. Many of the staff smoke whilst waiting for the buses to fill up. All of this is off-putting to potential customers and generally creates a nuisance
- There is a lot of increased noise created by the buses, which are directly outside student accommodation
- The road is now blocked by 2 large buses, making deliveries to our building very difficult

Section 2.2 of this report details what City Tours has done to reduce the number of buses and drivers at the stop. City Tours has also spoken directly with Students Unite and has an agreement to hold buses off the stand when large deliveries are expected. Furthermore, City Tours now has an arrangement with Students Unite for City Tours staff to use Student Unite's facilities.

6 October 2016 – Email from a resident of Polychrome Court

Complaint, with photo, of three City Tours buses on the stand. This was forwarded to London City Tours for investigation. It was subsequently confirmed that the Operations Manager and controllers had been reminded that no more than two buses should be on the stand at any one time.

4 Conclusion

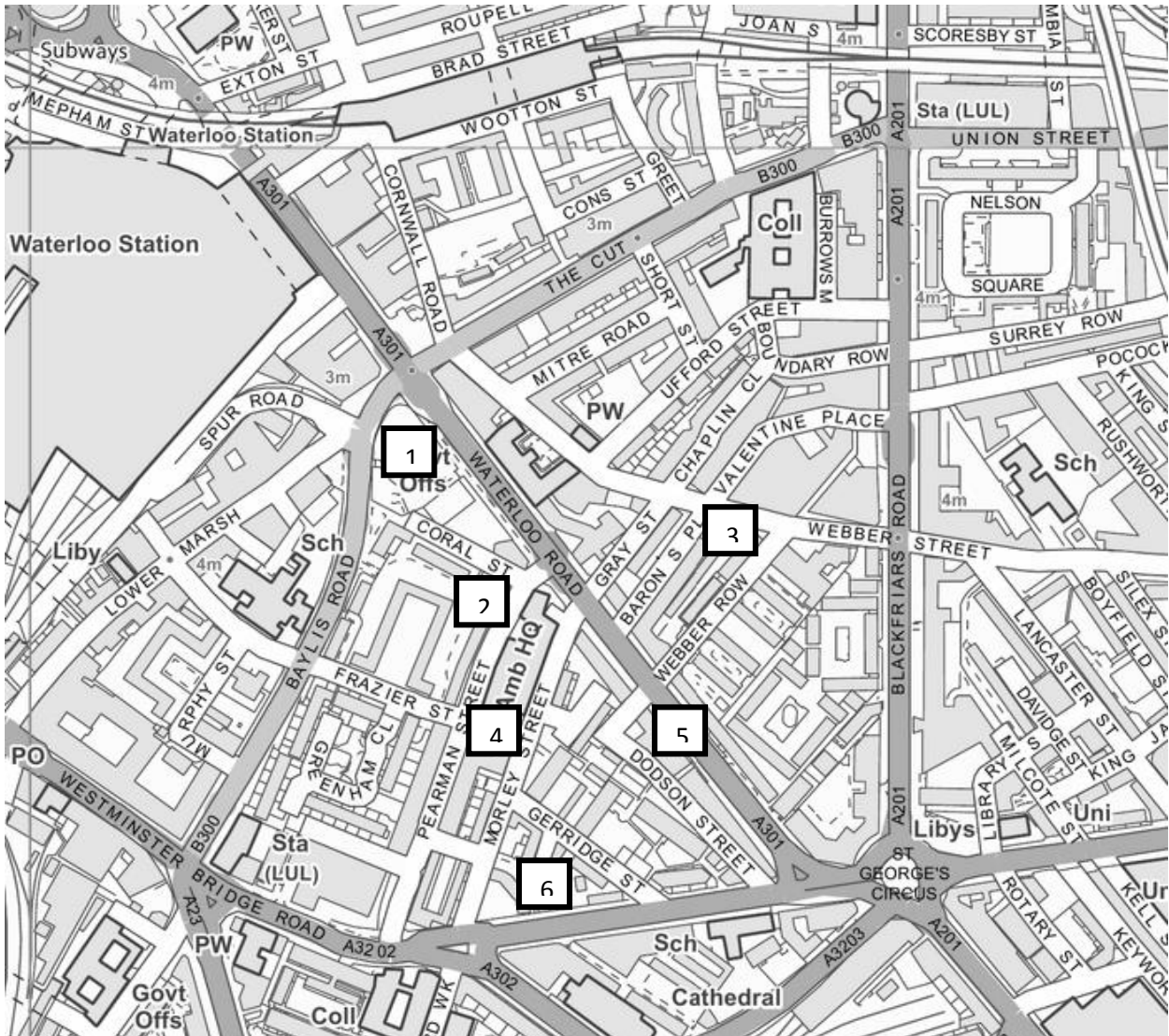
TfL is satisfied that it has discharged all relevant statutory duties in relation to the location of this bus stand facility, which meets its standard requirements for the siting of bus stands in London. It is also satisfied that the frequency and nature of the operation using it are acceptable, assuming compliance with the conditions of use.

The level of non-compliance by the operator noted during observations does not give sufficient cause for concern or grounds for TfL to take regulatory action. While additional resources have been diverted to monitoring activities at this location the intention is that it will continue to be monitored in the future albeit at a similar level to all other such services operating in central London.

TfL has not identified any current alternative location(s) from where the two services could operate.

While TfL acknowledges that it has taken all reasonable steps to address issues of concern, and believes, on the basis of evidence, that the operator has done likewise, it acknowledges that the final decision rests with the Community Council.

Appendix A – Alternative stand locations



1. Waterloo Road TfL bus stands (north and southbound at capacity).
2. Pearman Street – Ambulance bays on both sides of the road and residential properties fronting both sides of southern end of the road.
3. Streets to the eastern side of Waterloo Road are predominantly residential on both sides and unsuitable for buses.
4. Morley Street is a mixture of residential property and permit holder parking bays, predominantly used by the London Ambulance Service.
5. Webber Street is unsuitable for buses as access is from Waterloo Road only due to restriction (no entry) on Dodson Street to the rear of the H10 Hotel.
6. Gerridge Street whilst space is available it is not practical for buses due to the narrow exit route via Morley Street.

Appendix B – Road Safety Audit

Transport for London

Ref: 2299.I4/008/VAR/TLRN/2015

Cycle Superhighways North – South Route

Stage 3 Road Safety Audit (Interim) – Summary Report

Prepared for: Cycle Superhighways (TfL Road Space Management Directorate)

Prepared by: Road Safety Audit (TfL Asset Management Directorate)

Site visit date: 09/12/2015
Following resurfacing works the site was reviewed on 16/12/2015 by photographs provided to the Audit Team.

Sections subject to Audit: Waterloo Road bus stand.

1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from an Interim Stage 3 Road Safety Audit carried out on the Cycle Superhighways North – South Route.
- 1.1.2 Due to the phased implementation of the scheme it is not feasible to wait until the scheme is substantially complete to undertake the Stage 3 Road Safety Audit, due to the time it may take to undertake remedial works. To expedite the process, a series of interim Stage 3 Road Safety Audits will be undertaken and a full final Stage 3 Road Safety Audit will be conducted once the scheme is substantially complete.
- 1.1.3 This Interim Stage 3 summary report is intended to be read in conjunction with the other Interim Stage 3 summary reports undertaken on the scheme.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria.
- 1.2.2 An absence of comment relating to specific road users / modes in Section 2 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.

- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 4 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Audit Team

Audit Team Leader: Andrew Coventry – TfL Road
Safety

Audit Audit Team Member: Chris Gooch – TfL Road Safety
Audit

MAYOR OF LONDON

Transport for London



Cycle Superhighways North- South Route

Interim Stage 3 Road Safety Audit Summary Report

2.0 PROBLEMS RAISED AT THIS INTERIM STAGE 3 ROAD SAFETY AUDIT

The Audit Team has not identified any features of the scheme that could be removed or modified in order to improve the road safety of the measures.

Cycle Superhighways North- South RouteInterim Stage 3 Road Safety Audit Summary Report

3.0 ISSUES IDENTIFIED DURING THE INTERIM STAGE 3 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

The Audit Team has no issues to raise within this section.

Cycle Superhighways North- South Route
Interim Stage 3 Road Safety Audit Summary Report

1.4 SIGNATURES AND SIGN-OFF

1.5 AUDIT TEAM STATEMENT

We certify that the Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures.

AUDIT TEAM LEADER:

Name:

[REDACTED]

Signed:

[REDACTED]

Position: Road Safety Audit Manager

Date: 16/12/2015

Contact:

[REDACTED]

AUDIT TEAM MEMBER:

Name:

[REDACTED]

Signed:

[REDACTED]

Position: Principal Road Safety Auditor

Date: 16/12/2015

Contact:

[REDACTED]

4.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I have reviewed the problems and issues raised in this Interim Stage 3 Road Safety Audit report. I have given due consideration to each problem and issue raised and have stated my proposed course of action. I seek the Client Organisation's endorsement of my proposals.

Name:

[REDACTED]

Position: Lead Designer

Organisation: Transport for London, Outcomes Delivery

Signed:

[REDACTED]

Dated: 16/12/15

4.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

[REDACTED]

Position: Senior Sponsor

Organisation: TfL RSM Sponsorship

Signed:



Dated: 18/12/15

Audit Ref: 2299.I4/008/VAR/TLRN/2015

Date: 16/12/2015

4

Version: A

Item No. 4.6	Classification: Open	Date: 30 January 2016	Meeting Name: Borough Bankside and Walworth Community Council
Report Title		Local traffic and parking amendments - The introduction of parking measures in Southwark's leisure centre car parks	
Ward(s) or groups Affected		Cathedrals Ward	
From:		Head of Highways	

RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation, subject to the outcome of any necessary statutory consultation and procedures:

The introduction of a four hour maximum stay in Southwark's six leisure centre car parking areas to prevent all day commuter parking congestion and ensure there is turnover in parking spaces for genuine visitors to the leisure centres as well as measures to permit enforcement of obstructive parking or abuse of disabled parking bays. This recommendation relates to The Castle Centre.

BACKGROUND INFORMATION

2. Paragraph 15 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
3. This report gives recommendation for off-street local traffic and parking restrictions, involving traffic signs and road surface markings within the leisure centre car parking areas.
4. The origins and reasons for the recommendation are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

5. The aim of proposal is to improve the parking facilities for members of the public who are visiting the leisure centres to use the facilities.
6. The council propose the introduction of a four hour maximum stay period in Southwark's six leisure centre car parking areas to prevent commuter parking and ensure there is turnover in parking space for genuine visitors to the leisure centres. The location and proposal is summarised in figure 1. A plan of the car park layout can be found in Appendix 1.
7. At present, the car parking areas are unregulated and therefore no enforcement is possible, even for parking in dangerous locations or in a disabled bay (without a blue badge). Surveys have also confirmed many people are parking at the centres for a period of time, potentially related to commuting, which takes up space for genuine leisure centre users.

Location	Proposal
Surrey Docks Watersports Centre Bermondsey & Rotherhithe Community Council	Implement off street traffic regulation via a four hour time limit for parking in the car parking areas to ensure turn-over of space and to prevent all-day parking by motorists not using the leisure facilities. These measures will also help to protect disabled parking by providing an enforcement provision.
Seven Islands Leisure Centre Bermondsey & Rotherhithe Community Council	
The Castle Centre Borough, Bankside & Walworth Community Council	
Dulwich Leisure Centre Dulwich Community Council	Parking will remain free. It is not proposed to introduce charges for parking in the leisure centre car parks.
Peckham Pulse Leisure Centre Peckham & Nunhead Community Council	
Camberwell Leisure Centre Camberwell Community Council	

Figure 1

8. The general principles proposed for The Castle Centre car park are:
 - To introduce a four hour time limit for parking. This will reduce parking congestion and give visitors to the leisure centre greater opportunity to find a parking space. Time limiting will ensure turn-over of space and prevent all-day parking by motorists not using the leisure facilities.
 - Designate parking and non-parking areas including formal provision for the existing disabled bays.
 - Enable enforcement against vehicles that contravene the traffic management order that is proposed to be implemented (e.g. overstay the time limit or park in obstructive locations or in disabled bay when not permitted).
9. This project does not propose the introduction of charges for parking in the leisure centre car parks.
10. The Castle Centre site is currently under construction and is due to be completed in mid-2016. The parking layout has yet to be confirmed, but it is

proposed to introduce the restrictions discussed in paragraph 1.1 upon opening of the leisure centre to enable parking enforcement to commence as quickly as possible.

Policy Implications

11. The recommendation contained within this report is consistent with the policies of the Transport Plan 2011,
 - Policy 1.1 – Pursue overall traffic reduction
 - Policy 2.3 – Promote and encourage sustainable travel choices in the Borough.
 - Policy 4.2 – Create places that people can enjoy.
 - Policy 6.3 – Support independent travel for the whole community.
 - Policy 7.5 – Enforce parking regulations firmly but fairly.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

12. The policies within the Transport Plan are upheld within this report have been subject to an equality impact assessment.
13. The recommendations are area based and therefore will have greatest affect upon those people living working or travelling in the vicinity of the areas where the proposals are made.
14. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely pre-empted until the recommendations have been implemented and observed.
15. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by ensuring the space is used by genuine users of the facilities.

Resource Implications

17. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order Procedure) (England and Wales Regulations 1996).

20. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.
22. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters.
 - a. The desirability of securing and maintaining reasonable access to premises.
 - b. The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - c. The national air quality strategy
 - d. Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e. any other matters appearing to the council to be relevant.

Consultation

24. Informal public consultation has been carried out at the leisure centres, with notices displayed within the leisure centre from the middle of November 2015, until 18 December 2015. During the period, no representations were made against the proposals.
25. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
26. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the Council's own processes. This process is summarised as:
 - a. Publication of a proposal notice in a local newspaper (Southwark news).
 - b. Publication of a proposal notice in the London Gazette.
 - c. Display of notices in Leisure Centre car parks affected by the orders.
 - d. Consultation with statutory authorities.
 - e. Making available for public inspection any associated documents e.g. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1.
 - f. A 21 day consultation period during which time any person may comment upon or object to the proposed order.

¹ <http://www.legislation.gov.uk/ukxi/1996/2489/contents/made>

27. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
28. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

29. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – February to March 2016
 - Implementation – Spring 2016 (subject to outcome of consultation)

BACKGROUND DOCUMENTS

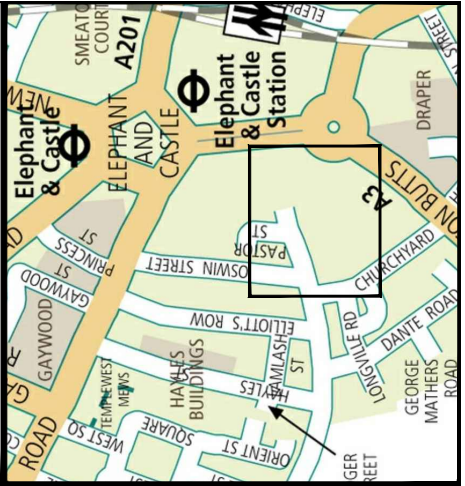
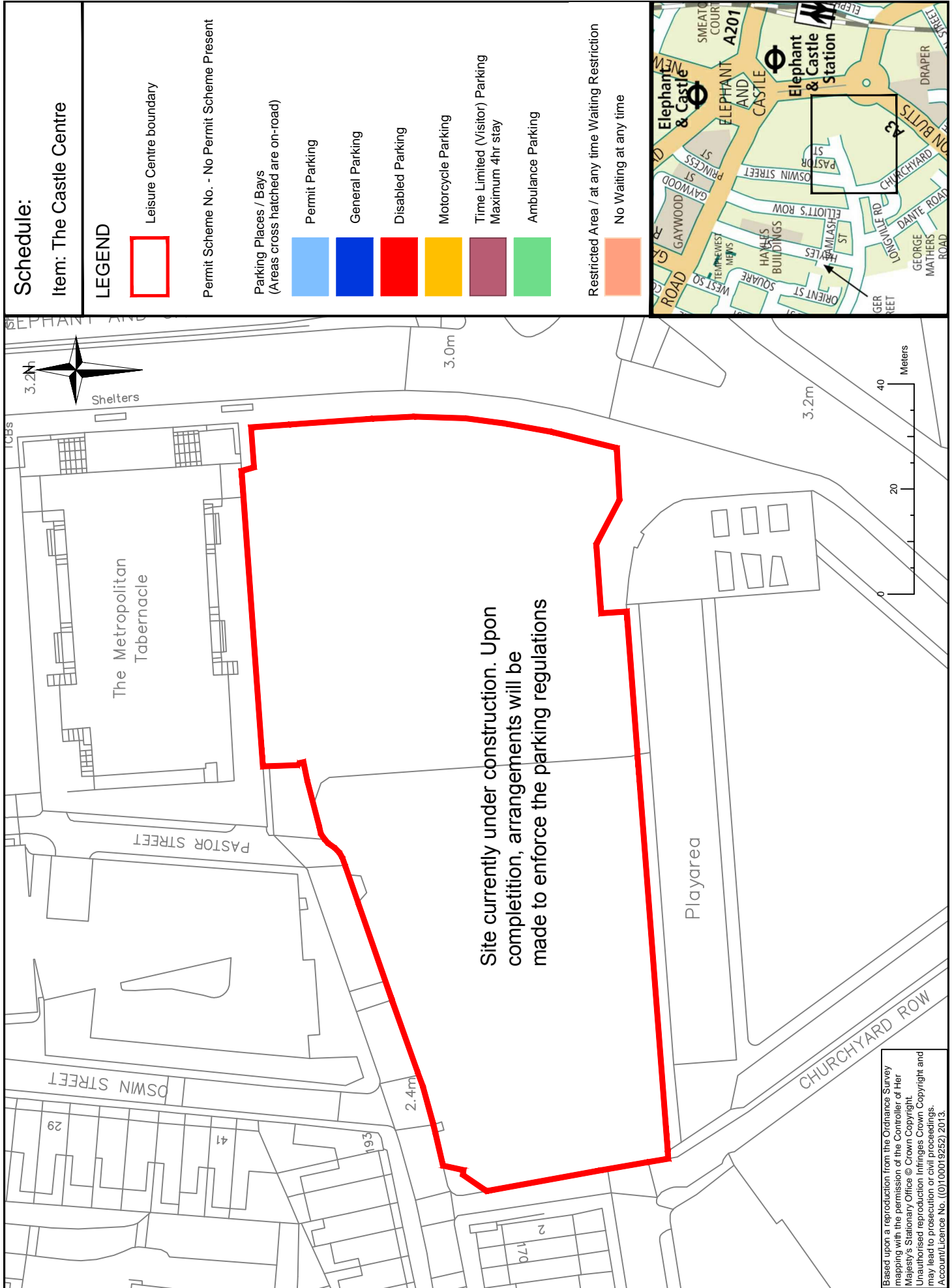
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 0207 525 7764

APPENDICES

No.	Title
Appendix 1	Leisure car park layout plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	



Item No. 4.7	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		East Walworth and Chaucer	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Larcom Street – convert existing single yellow lines to permit holders (M1) parking bay.
 - 1.2 Balfour Street – convert 8.3 metres of existing permit holders (M1) parking bay to double yellow lines to provide access to multi-use garage via an existing vehicle crossover.
 - 1.3 Loncroft Road – convert existing single yellow lines and part of shared use parking bays to double yellow lines to prevent obstructive parking for service and emergency vehicle access to park.
 - 1.4 Swan Street – remove redundant doctor bays and extend existing shared use bay to provide additional resident parking space.
 - 1.5 Bermondsey Street – remove 5 metres of double yellow line and extend existing permit holders (D) bay to provide additional permit parking space.

BACKGROUND INFORMATION

2. Paragraph 15 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
 - the introduction of single traffic signs
 - the introduction of short lengths of waiting and loading restrictions
 - the introduction of road markings
 - the setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.
3. This report gives recommendations for five local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.

4. The origins and reasons for the recommendations are discussed within the key issues section of this report.
 - details of the background to the submission of the report
 - any previous decisions taken in relation to the subject matter.

KEY ISSUES FOR CONSIDERATION

5. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments are batched together and carried through a quarterly programme. During the third quarter of 2015/16, the council is proposing five LPAs as summarised in figure 1.
8. The rationale for each proposal is discussed in the associated appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Larcom Street - outside Nos.34 to 38	To convert existing single yellow line to permit holders (M1) parking bay.	1
Balfour Street - outside Trafalgar Point	To convert 8.3 metres of existing permit holders (M1) parking bay to double yellow lines to provide access to garage via an existing vehicle crossover	2
Loncroft Road - entrance to Burgess Park	To convert existing single yellow lines and part of shared use parking bays to double yellow lines to prevent obstructive parking for service and emergency vehicle access to park.	3
Swan Street – outside Britannia House	To remove redundant doctor bays and extend existing shared use bay to provide additional resident parking availability.	4
Bermondsey Street opposite Methodist Church	To remove 5 metres of double yellow lines and extend existing permit holder (D) parking bay to provide additional permit parking availability	5

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
 - Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on

our streets

Community impact statement

General guidance

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
11. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
12. All the introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendation is not considered to have a disproportionate effect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Providing improved access for key services such as emergency and refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

16. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

Legal implications

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales Regulations) 1996.
19. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
20. Should any objections be received they must be properly considered in light of administrative law principles, human rights law and relevant statutory powers.

21. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and provision of suitable and adequate parking facilities on and off the highway.
22. These powers must be exercised so far as practicable having regard to the following matters:
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - c) the national air quality strategy
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - e) any other matters appearing to the council to be relevant.

Consultation

23. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
24. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national regulations¹ which include statutory consultation and the consideration of any arising objections.
25. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the council's own processes. This process is summarised as:
 - a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website² or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
26. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
27. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

¹ <http://www.legislation.gov.uk/uksi/1996/2489/contents/made>

² <http://www.southwark.gov.uk/trafficorders>

Programme Timeline

28. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:

- Traffic orders (statutory consultation) – March to April 2016
- Implementation – May to June 2016

BACKGROUND DOCUMENTS


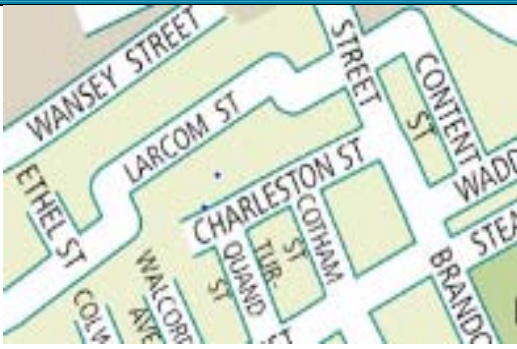
Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Larcom Street – remove single yellow line and install permit holders (M1) bays
Appendix 2	Balfour Street – remove permit holders (M1) bay and install double yellow lines
Appendix 3	Loncroft Road– remove single yellow line and install double yellow lines
Appendix 4	Swan Street – convert doctor bays to shared use bays
Appendix 5	Bermondsey Street - remove double yellow lines and extend permit holders (D) parking bay

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	14 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		14 January 2016

		Local parking amendment	Appendix 1
Reference	15/16_Q3_003	Location overview	
Location	Larcom Street – outside Nos.34 to 38		
Proposal	To convert existing single yellow lines to permit holders (M1) parking bay		
Community council meeting	Borough, Bankside and Walworth		
Community council date	30 January 2016		
Ward(s) affected	East Walworth		

Background

The parking design team was contacted by a local resident requesting that the council look at providing additional permit parking for residents.

Larcom Street is part of Walworth (M1) parking zone and the existing parking arrangements consist of:

- Permit (M1) parking bays,
- Disabled parking bays,
- Loading only bay
- Time limited (30 minute maximum stay) bays.

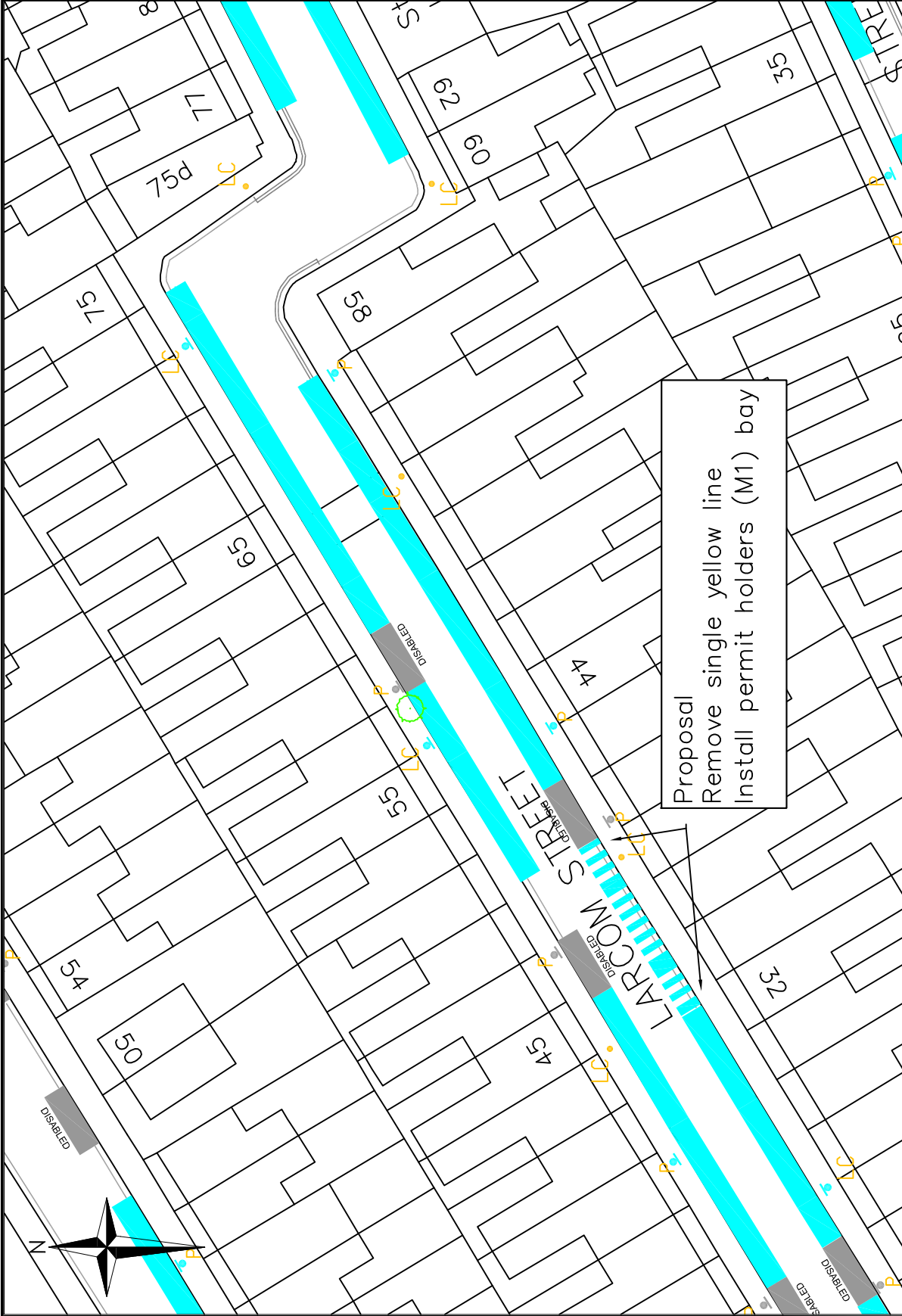
All remaining kerb line space is restricted by single or double yellow lines. The single yellow lines operate during zone hours, Monday to Friday 8.30am to 6.30pm.

Officers investigation and recommendation

This street can support parking on both sides in the permit (M1) bays which leaves a 'running lane width' of 3.9m. The parking bays were 90% occupied when an officer carried out a site visit on 24 September 2015.

The parking restrictions have been in place since 1999 when the M1 zone was implemented. The council does not hold a record of the reason for the existing yellow lines. It is assumed that they were provided as a "loading gap" at the time of implementation, which was a historic design approach at that time. This is no longer a standard design approach as loading and unloading is permitted in residential areas in existing parking bays and on yellow lines.

In view of the above, it is proposed, in the drawing overleaf, that the existing single yellow lines are converted to permit (M1) parking bays to provide additional resident parking availability.

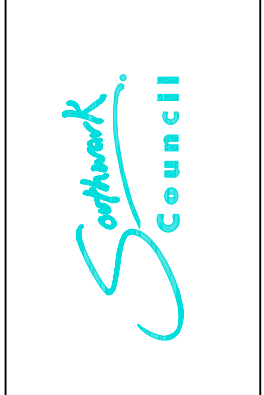


- Legend**
- Existing single yellow line
 - Existing double yellow line
 - Proposed permit holders bay
 - Existing permit holders bay
 - Existing short stay bay
 - Existing disabled bay
 - Existing loading only bay
 - Existing motorcycle bay
 - Existing bus stop

Proposal
Remove single yellow line
Install permit holders (M1) bay

Community Council		BOROUGH, BANKSIDE AND WALWORTH	
Ward(s)		EAST WALWORTH	
Date	Scale	Drn	Chk
10/10/2015	1:500 @ A4	MH	PG
Dwg No.	1516Q3003		Rev
Status	DETAILED DESIGN		Rev
			A

Project	1516 LOCAL PARKING AMENDMENT
Drawing Title	LARCOM STREET PROPOSED PERMIT BAY EXTENSION




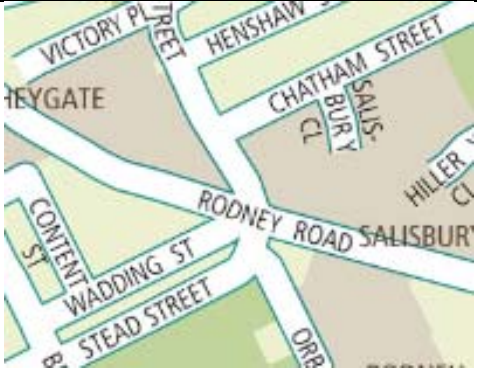
Public Realm Projects
Parking Design

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects

Rev	Date	Description	Drn	Chk	App

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		Local parking amendment	Appendix 2
Reference	15/16_Q3_007	Location overview	
Location	Balfour Street – outside Trafalgar Place		
Proposal	To convert 8.3 metres of existing permit holders (M1) parking bay to double yellow lines to provide access to garage via an existing vehicle crossover		
Community council meeting	Borough, Bankside and Walworth		
Community council date	30 January 2016		
Ward(s) affected	East Walworth		

Background

The parking design team was contacted by Councillor Merrill requesting that double yellow lines are installed to provide access to the garage to Trafalgar Place on Balfour Street. It is requested that the existing permit holders (M1) parking bays is converted to a double yellow line to ensure access at all times.

Trafalgar Place is a new development, the building fronts onto Balfour Street which is part of Walworth (M1) parking zone. The existing parking arrangements are of a mixture permit (M1) bays, short stay parking bays and single and double yellow lines. The single yellow lines operate during zone hours which are Monday to Friday 8.30am to 6.30pm.

Officers investigation and recommendation

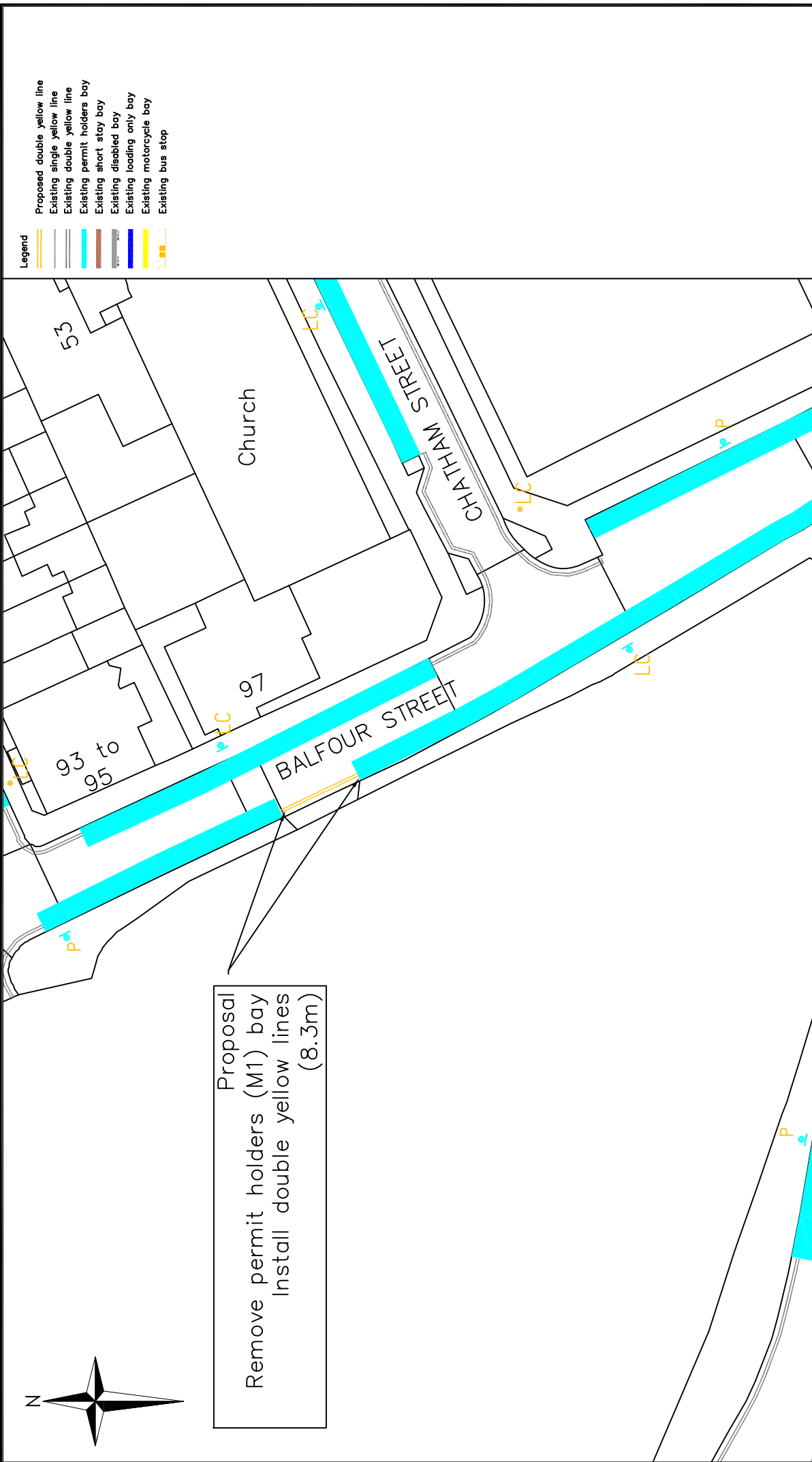
An officer carried out a site visit on 13 October 2015 and noted that the permit bay was near empty as the new vehicular access dropped kerb was marked by two cones on the carriageway.


At present the existing parking layout shows a permit holder (M1) only parking bay is in front of a new vehicle crossover dropped kerb. The existing arrangement is confusing to the motorist. See photo

The vehicle crossover has been built as part of the Trafalgar Place development to access the off-street parking facility and the vehicle crossover dropped kerb requires access at any time. This proposal links in with the Balfour Streetscape Improvement Scheme which is in the design process.





In view of the above and as shown on the drawing overleaf, it is recommended that at any time waiting restrictions (double yellow lines) are introduced to provide access to the garage of Trafalgar Place at any time.



<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project 1516 LOCAL PARKING AMENDMENT</p>		<p>Community Council BOROUGH, BANKSIDE AND WALWORTH</p>	
		<p>Drawing Title BALFOUR STREET PROPOSED DOUBLE YELLOW LINES REMOVAL OF PERMIT BAY</p>		<p>Ward(s) EAST WALWORTH</p>	
		<p>Date 10/10/2015</p> <p>Dwg No. 1516Q3007</p>		<p>Scale 1:500 @ A4</p>	
<p>Status DETAILED DESIGN</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Scale 1:500 @ A4</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Date 10/10/2015</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Dwg No. 1516Q3007</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Status DETAILED DESIGN</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Rev A</p>		<p>Drn MH</p>		<p>App PG</p>	
<p>Description BALFOUR STREET PROPOSED DOUBLE YELLOW LINES REMOVAL OF PERMIT BAY</p>		<p>Drn MH</p>		<p>App PG</p>	

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		Local parking amendment	Appendix 3
Reference	15/16_Q3_010	Location overview	
Location	Loncroft Road – outside entrance to Burgess Park		
Proposal	To convert existing single yellow lines and part of shared use parking bays to double yellow lines to prevent obstructive parking for service and emergency vehicle access to park		
Community council meeting	Borough, Bankside and Walworth		
Community council date	30 January 2016		
Ward(s) affected	East Walworth		

Background

The parking design team was contacted by the Burgess Park contracts and services officer, who reported that emergency and service vehicles are unable to access the Burgess Park Community Sports centre and football pitch due to parking along Loncroft Road. The entrance to the centre is off Loncroft Road between two sections of shared use (permit and pay and display bays)

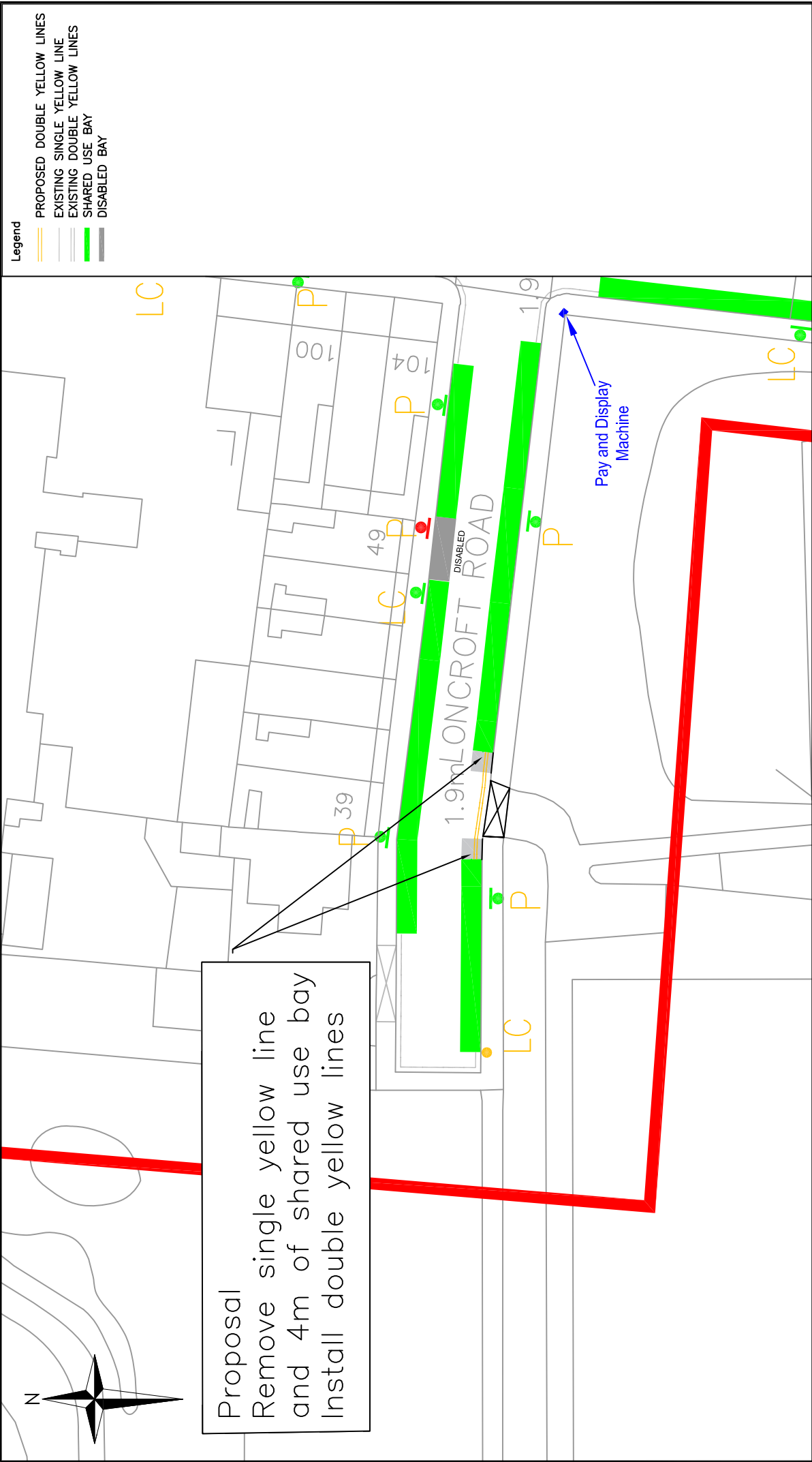
Loncroft Road is part of Trafalgar (T) parking zone, the existing single yellow line operates, Monday to Friday 8am – 6.30pm and has shared use (permit and pay and display) parking bays.

Officers investigation and recommendation

An officer carried out a site visit on 13 October 2015, during that visit it was noted at present there is not enough space between the existing shared use parking bays to allow emergency vehicles to safely access the park.

To provide adequate space for emergency vehicles to gain at any time access to the park the existing parking arrangement will have to be re-aligned.

In view of the above and as shown in drawing overleaf, it is recommended that the existing single yellow lines and 2 metres of shared use parking bays either side of the entrance are converted to at any time waiting restrictions (double yellow lines) to improve access.





- Legend**
- PROPOSED DOUBLE YELLOW LINES
 - EXISTING SINGLE YELLOW LINE
 - EXISTING DOUBLE YELLOW LINES
 - SHARED USE BAY
 - DISABLED BAY

Proposal
 Remove single yellow line
 and 4m of shared use bay
 Install double yellow lines

Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1516 LOCAL PARKING AMENDMENT	Community Council BOROUGH, BANKSIDE AND WALWORTH			
		Drawing Title LONCROFT ROAD PROPOSED DOUBLE YELLOW LINES	Ward(s) EAST WALWORTH			
		Date 29/09/2015	Scale 1:500 @ A4	Drn MH	Chk PG	App PG
		Dwg No. 1516Q3010	Status DETAILED DESIGN		Rev Rev	Description rev. road
						Drn Chk App

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		Local parking amendment	Appendix 4
Reference	15/16_Q3_017	Location overview 	
Location	Swan Street – outside Britannia house		
Proposal	To remove redundant doctor bays and extend existing shared use bay to provide additional resident parking bays.		
Community council meeting	Borough, Bankside and Walworth		
Community council date	30 January 2016		
Ward(s) affected	Chaucer		

Background

The parking design team was contacted by a member of the Cole Street Management Company who requested that the existing two doctor bays on Swan Street are removed as they are no longer used.

Swan Street is part of Newington (D) parking zone which operates Monday to Friday 8.30am to 6.30pm. The parking provisions in Swan Street include permit holders (D), shared use (permit holders and paid) and solo motorcycle parking bays.

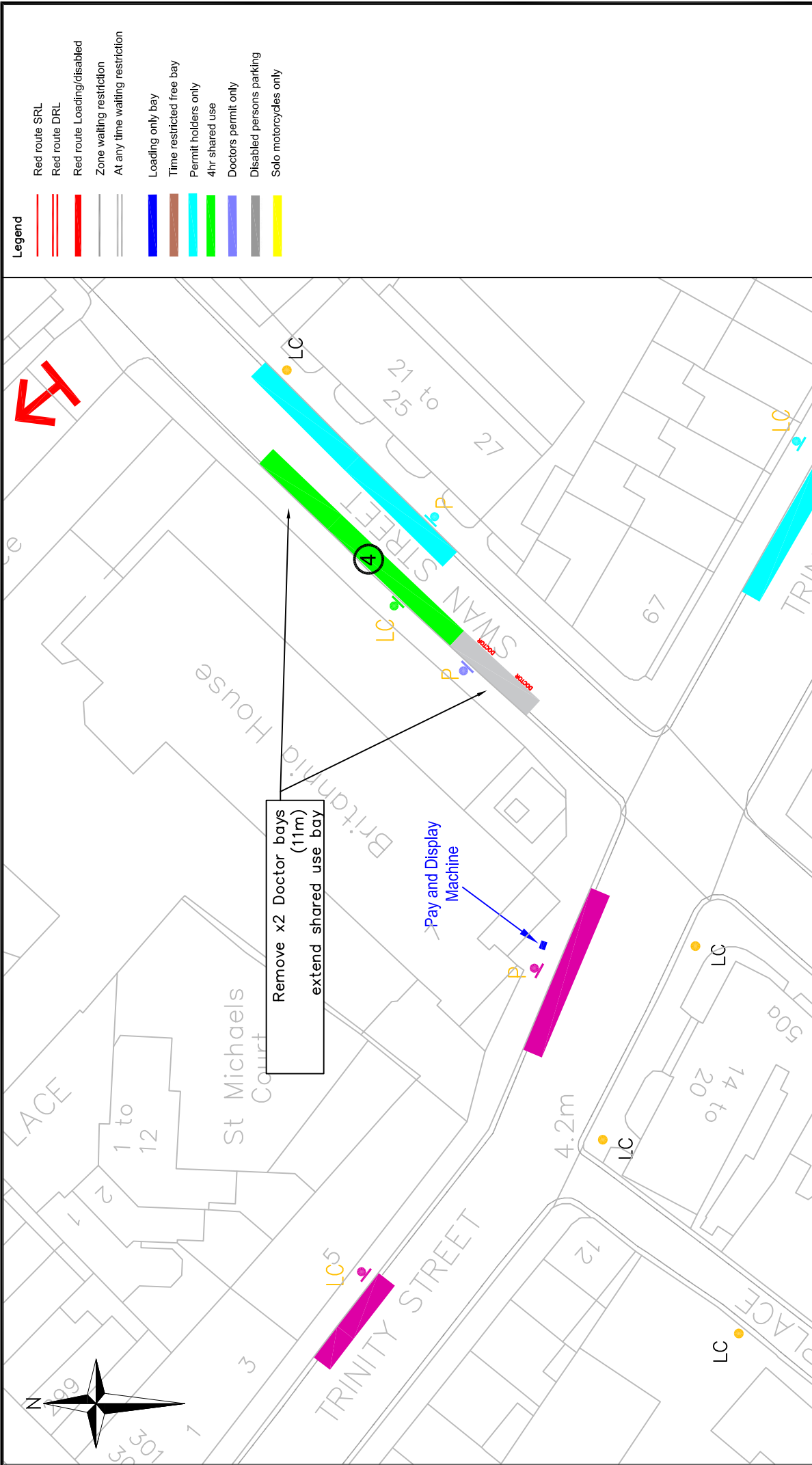
Officers investigation and recommendation

The street has a mixture of residential and office buildings and it was reported by the member of the public and noted by officers that the demand for parking is high.

There is no longer a need for the two doctor bays and converting the two spaces to shared use would increase resident permit parking availability in an area with high demand.



Officers carried out an informal consultation on the proposal to convert the existing doctor bays to shared use (permit holders and paid) by placing a public notice adjacent to the bays. The consultation ran between 11 December 2015 and 1 January 2016 during which time no representations were received.

In view of the above, as shown in the drawing overleaf, it is recommended that the existing two doctor bays are removed and the existing shared use parking bays are extended to increase permit holder (D) parking spaces



Public Realm Projects Parking Design Environment and Leisure Southwark Council 160 Tooley Street London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project 1516 LOCAL PARKING AMENDMENT	Community Council BOROUGH, BANKSIDE AND WALWORTH			
		Drawing Title SWAN STREET REMOVE DOCTOR BAYS	Ward(s) CHAUCER			
		Date 28/10/15	Scale 1:500@A4	Dwn MH	Chk PG	App PG
		Dwg No. 1516Q3017	Status DETAILED DESIGN		Rev A	Description CHAUCER
		Rev A	Date 28/10/15	Dwn MH	Chk PG	App PG
		Description CHAUCER	Date 28/10/15	Dwn MH	Chk PG	App PG

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		Local parking amendment	Appendix 5
Reference	15/16_Q3_020	Location overview	
Location	Bermondsey Street – opposite Methodist Church		
Proposal	To remove 5 metres of double yellow lines and extend existing permit holder (D) parking bay to provide additional permit parking spaces		
Community council meeting	Borough, Bankside and Walworth		
Community council date	30 January 2016		
Ward(s) affected	Chaucer		

Background

The parking design team was contacted by Transport for London (TfL) who has recently completed a project at the junction of Tower Bridge Road and Bermondsey Street which removed a section of carriageway by extending the footway. This scheme also adjusted the highway layout at the southern end of Bermondsey Street.

The section of Bermondsey Street between Long Lane and Tower Bridge Road is part of Newington (D) parking zone which operates Monday to Friday 8.30am to 6.30pm. The existing on street parking regulations include pay and display, permit holders (D) and disabled bays and a cycle hire docking station.

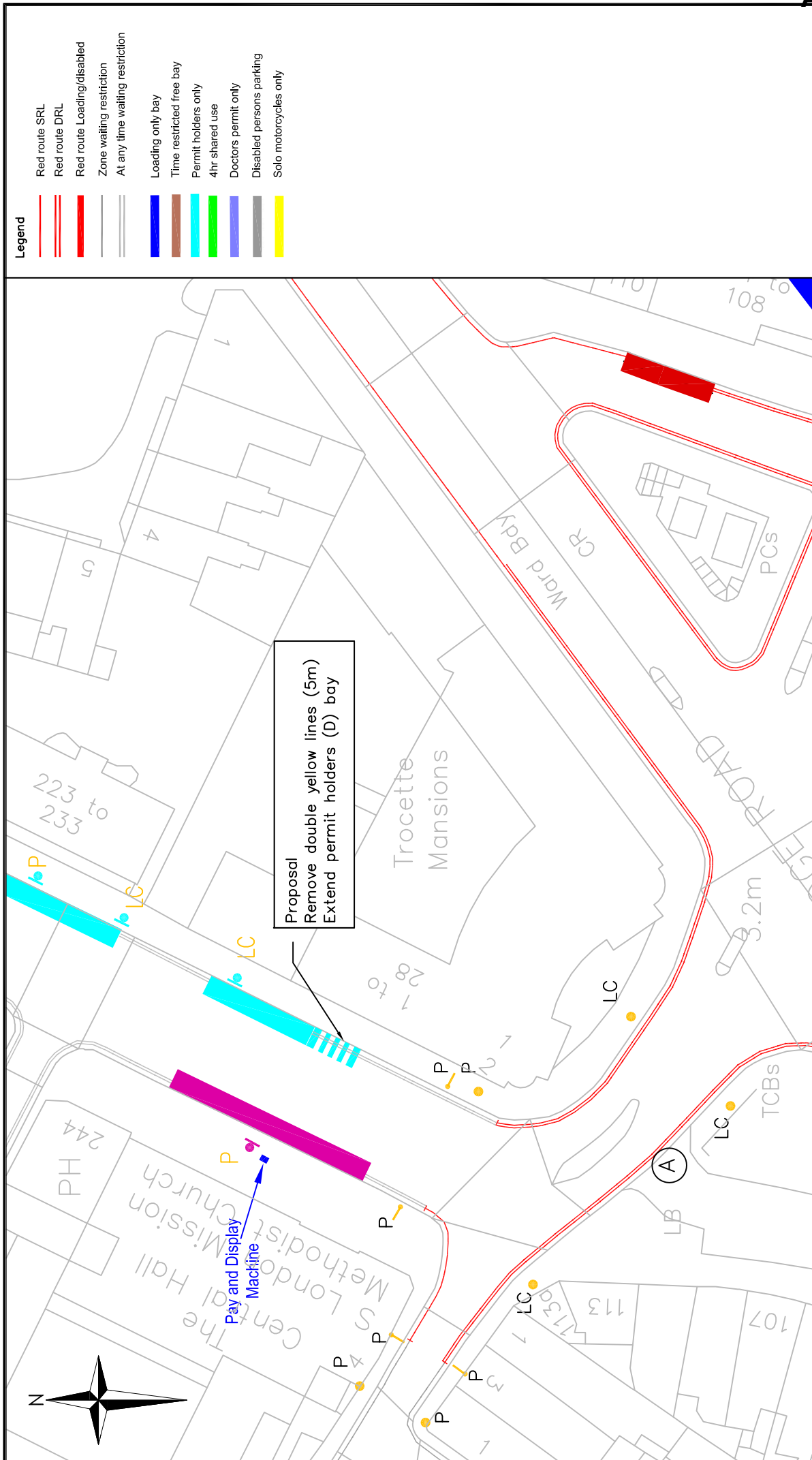
Officers investigation and recommendation

The street has a mixture of residential and commercial properties and it is noted by officers that the demand for parking is high. The section in front of the commercial properties at the junction with Tower Bridge Road is part of Transport for London Road Network (TLRN) and has recently been pedestrianised.

There is a pizza shop in the section of the highway that was redeveloped by Transport for London (TfL) which have mopeds for deliveries and until the redevelopment parked outside the shop.


Having reviewed the existing parking arrangements, with the changes to the southern end of Bermondsey Street there is scope to extend a permit holder (D) parking bay. This proposal will create additional parking spaces in an area where demand for parking is high and will also enable the business to use the space if apply for business parking permits.

In view of the above and as shown in the drawing overleaf, it is recommended that the existing double yellow lines are removed and the permit holders (D) parking bay opposite the Methodist Church is extended to increase permit holder (D) parking availability.



Legend

- Red route SRL
- Red route DRL
- Red route Loading/disabled
- Zone waiting restriction
- At any time waiting restriction
- Loading only bay
- Time restricted free bay
- Permit holders only
- 4hr shared use
- Doctors permit only
- Disabled persons parking
- Solo motorcycles only

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects</p>		<p>Project 1516 LOCAL PARKING AMENDMENT</p> <p>Drawing Title BERMONDSEY STREET REMOBE DOUBLE YELLOW LINES EXTEND PERMIT HOLDERS (D) BAY</p>	<p>Community Council BOROUGH, BANKSIDE AND WALWORTH</p>		<p>Ward(s) CHAUCER</p>		<p>Date 17/11/15</p>		<p>Scale 1:500@A4</p>		<p>Drn MH</p>		<p>Chk PG</p>		<p>App PG</p>	
			<p>Status DETAILED DESIGN</p>		<p>Dwg No. 1516Q3020</p>		<p>Rev A</p>		<p>Date</p>		<p>Description</p>		<p>Drn</p>		<p>Chk</p>	

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Item No. 4.8	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Review of parking controls in a section of the existing C2 parking zone	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Highways	

RECOMMENDATION

1. That the community council comment upon the proposed consultation boundary and methods to review a section of the existing C2 controlled parking zone (CPZ).

BACKGROUND INFORMATION

2. Funding has been agreed by the Chief Executive's department to review the times of operation in a section of the existing C2 parking zone, in response to concerns that the new Castle Centre may have the potential to increase parking demand in nearby streets outside of the existing zone hours.
3. Paragraph 18 of Part 3H of the council's constitution provides that community councils should be consulted on strategic traffic management matters such as whether to change the times of operation of a parking zone and the related method of consultation.
4. The C2 CPZ currently operates Monday to Friday, 8.30am to 6.30pm. The zone was introduced in 1974 and was last reviewed in 2006. This review resulted in minor parking modifications to the zone.
5. The new Castle Centre is expected to have opening hours of 6.30am – 10.00pm during the week and weekends, Saturday, 7.00am – 6.00pm, Sunday 7.00am – 10.00pm. The Castle Centre is scheduled to open in early/mid 2016.

KEY ISSUES FOR CONSIDERATION

6. The consultation method for the parking zone review is detailed in Appendix 1 which includes a plan showing the study boundary.
7. Before a final decision is taken, the community council will again be consulted. The procedure is summarised in the table below and full details on the process are contained within Appendix 1.

Phase		Expected dates
Survey & consultation	- Parking surveys - Consultation pack and questionnaire to all residents, businesses and stakeholders	February – May 16
Decision making	- Draft report to community council - Final report to Cabinet Member for Environment and the Public Realm	Summer 2016
Delivery	- Statutory consultation and Implementation	Autumn 2016

Policy implications

8. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly

Policy 1.1 – pursue overall traffic reduction;
 Policy 4.2 – create places that people can enjoy; and
 Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

9. The policies within the transport plan are upheld within this report and have been subject to an equality impact assessment.
10. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
11. The introduction or amendment of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
12. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
13. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
14. The recommendations do not conflict with the council's commitment to equalities or to the protection of human rights. In addition, part of the aim of the consultation is to promote social inclusion by:
- providing improved access for key services such as emergency and refuge vehicles; and
 - improving road safety, in particular for vulnerable road users, on the public highway.
15. The consultation leaflets will meet communication guidance with a languages page providing advice as to how to access the Council's translation service. Furthermore, large format leaflets will be available for those with visual

impairment.

Resource implications

16. The costs of the parking zone project, including staff fees, consultation and implementation (if supported) will cost approximately £20,000 which will be funded through capital provisions already established for this purpose.
17. A more accurate estimate of the costs from this scheme will be reported at the end of the consultation.

Legal implications

18. The community councils are being asked to comment upon the proposed consultation boundary and methods for reviewing the part of the C2 controlled parking zone. Community councils are entitled to consider these issues pursuant to paragraph 3H of the council's constitution.
19. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. It is not envisaged that the consultation referred to in this report will conflict with the requirements of the Act.
20. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. It is not envisaged that the consultation referred to in this report will conflict with any of the protected rights.

Consultation

21. Consultation on the outline of the project has been carried out with the cabinet member for transport and the public realm.
22. All aspects of future consultation are detailed in Appendix 1.

APPENDICES

No.	Title
Appendix 1	Inception report

BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011	online: www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Paul Gellard 020 7525 7764

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Leah Coburn, Group Manager - Network Development	
Version	Final	
Dated	14 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	14 January 2016	

Project inception



Community council meeting	Borough Bankside and Walworth
Community council date	30 January 2016
Ward(s) affected	Cathedrals Ward

Location	<p>C2 (Borough) Controlled Parking Zone (CPZ)</p> <p>In a network of streets potentially affected by The Castle Centre</p> <p>All streets bounded by Lambeth Road, the Lambeth borough boundary, St George's Road, Newington Butts, Elephant and Castle (Appendix 2).</p>
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Background

Funding has been agreed by the Chief Executive's department to review the times of operation, in a section of the existing C2 parking zone, in response to concerns that new Elephant and Castle leisure centre has the potential to increase parking demand in nearby streets.

This project is triggered by the leisure centre and the effect it may have with opening hours beyond the existing zone times.. The funding is to be spent on reviewing the CPZ of the roads surrounding the leisure centre and implementing any required changes. The CPZ currently operates Monday to Friday, 8.30am to 6.30pm, however the leisure centre is expected to have opening hours of 6.30am – 10.00pm during the week and weekends, Saturday, 7.00am – 6.00pm, Sunday 7.00am – 10.00pm.

We remain of the view that the effect of the new centre needs to be observed for one to two months before consultation should commence. In our experience residents are often cynical about the motive of the council when changes to parking are proposed before there is evidence of the problem. The Centre is scheduled to open in early/mid 2016.

Consultation area

The area recommended for consultation is shown on the plan contained at **Appendix 2** and includes all properties (810 addresses) within the proposed boundary.

It should be noted that this is only a review of the southern section of the existing C2 zone and not the entire zone.

Consultation methods

The method of consultation and decision making is determined by the [Council's Constitution](#)¹.

When reviewing an existing parking zone (referred to as a 4th stage review) officers will survey the zone and carry out an informal (non-statutory consultation). The objective of the survey and consultation is to identify issues that may have arisen since the zone was introduced and to put forward possible solutions.

Before a final decision is taken, the community council will again be consulted. The procedure is summarised in Figure 1 below and full details on the process are contained within **Appendix 3**.

Phase		Expected dates
Survey & consultation	<ul style="list-style-type: none"> • Parking surveys • Consultation pack and questionnaire to all residents, businesses and stakeholders 	February – May 16
Decision making	<ul style="list-style-type: none"> • Draft report to community council • Final report to Cabinet Member for Environment and the Public Realm 	Summer 2016
Delivery	<ul style="list-style-type: none"> • Statutory consultation • Implementation 	Autumn 2016

Figure 1

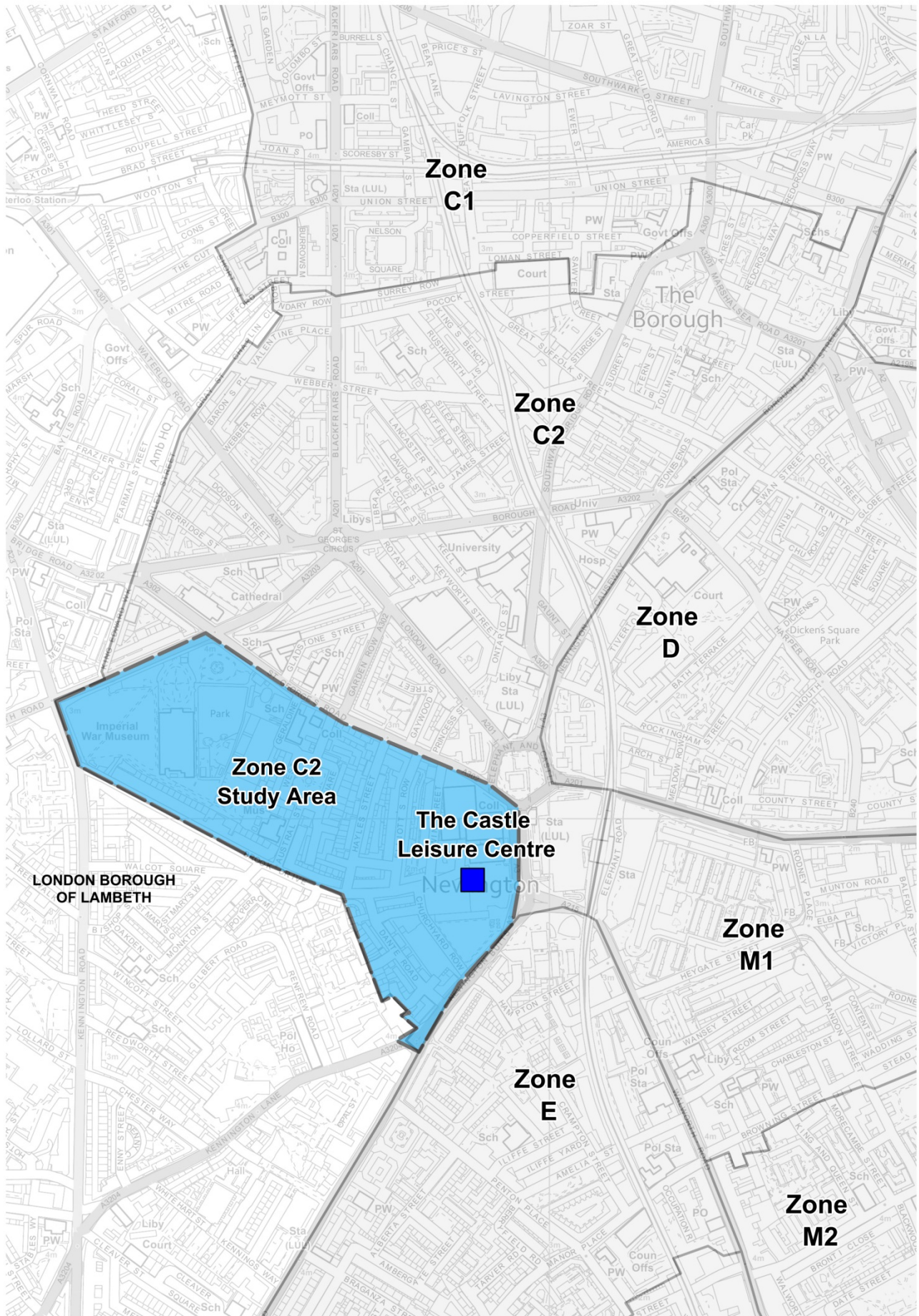
Scope of consultation

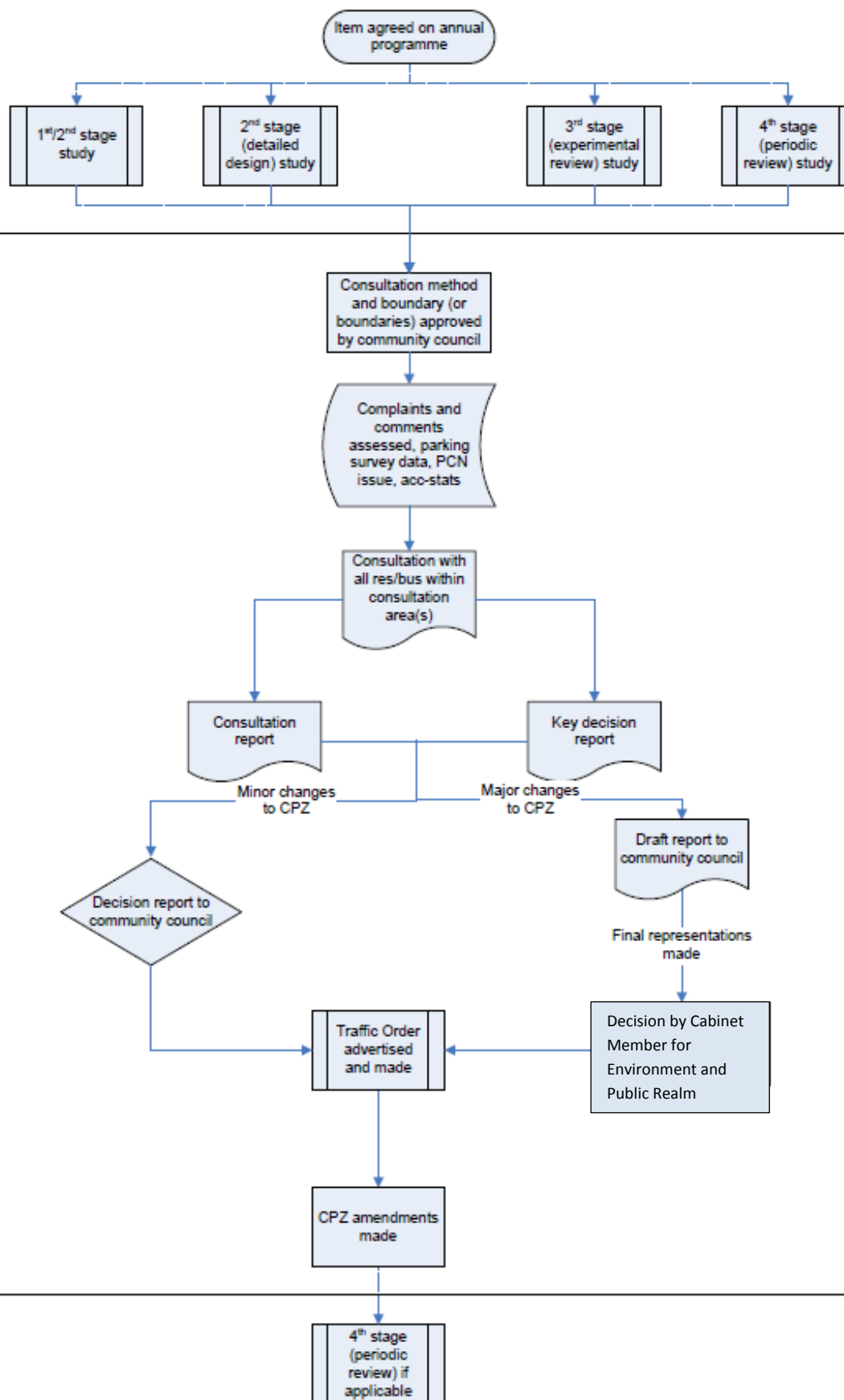
It should be noted that the scope of the review will cover the following key issues:

- the times of operation of the zone (consideration of longer hours of controls);
- the days of operation of the zone (consideration of weekend controls);
- detailed design issues (modifications to type/position of existing bays); and
- the identification of opportunities to declutter parking signs

¹ www.southwark.gov.uk/info/10058/about_southwark_council/375/councils_constitution

Appendix 2 – Project area



Appendix 3 – 4th stage (periodic review) consultation and study process

Item No. 4.10	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Liberty of the Mint Conservation Area and proposed Walworth Road Conservation Area	
Ward(s) or groups affected:		Cathedrals, East Walworth, Faraday, Newington and Camberwell Green wards	
From:		Director of Planning	

RECOMMENDATIONS

1. That Members comment on the conservation area appraisal (Appendix 1) and boundaries for the recently designated Liberty of the Mint Conservation Area, as shown in Appendix 2.
2. That Members comment on the conservation area appraisal (Appendix 3) and the boundaries for the proposed Walworth Road Conservation Area, as shown in Appendices 4 and 5.

BACKGROUND INFORMATION

Liberty of the Mint Conservation Area

3. On the 8 December 2015, Southwark Council’s Planning Committee designated the Liberty of the Mint Conservation Area. Letters were sent to all of the owner/occupiers of properties in the conservation area and within a wider boundary around the area, giving a 12 week consultation period. The letter included a copy of the conservation area boundary and information as to where the conservation area appraisal could be viewed on the council’s website. A public meeting is to be held between 4-6:30 pm on 4 February 2016 at St. George the Martyr, Borough High Street, to discuss the Liberty of the Mint Conservation Area.
4. The Liberty of the Mint Conservation Area is a cohesive townscape comprising of properties from the late 19th and early 20th centuries. The conservation area is generally found in the area bounded by Borough High Street, Marshalsea Road, and Great Suffolk Street and contains a varied section of Southwark townscape broadly dating from the later 19th century. This consists of a mix of industrial, residential, educational, transport and historic, mixed-use buildings fronting onto Borough High Street. The area has a particular significance due to the rebuilding of much of the area with the construction of Marshalsea Road dating from 1888. The southern parts of the conservation area retain much of the Victorian character of closely packed former industrial and residential buildings defining a tight, well-defined townscape. The historic street layout remains, creating a legible and permeable environment. The intimate scale and high quality and architecturally interesting frontage developments have survived largely intact.

5. The Gladstone Public House on Lant Street is an important local landmark and the subject of a recent planning application for its demolition and replacement. The proposals would result in the loss of an important local building and would have a significant impact upon the character and appearance of the area. The designation of the Liberty of the Mint Conservation Area, has given the Council additional powers over the development and the use of land within it. Following designation the Council can now exercise a greater degree of control over the demolition or substantial demolition of buildings in the conservation area requiring applicants to gain planning permission for any replacement before they can go ahead and demolish the building.
6. The Liberty of the Mint Conservation Area is defined as follows: the northern boundary follows the centre line of Marshalsea Road, but includes 6-14 (even) and 20-22 (even) Marshalsea Road which are located to the north side of the road. The west boundary follows the east boundary of Mint Street Park, continuing south along Sudrey Street, including the east side of this street. The south boundary runs behind properties on Great Suffolk Street, and heads south to include the public house at 125 Great Suffolk Street. Industrial buildings at the junction of Toulmin Street and Great Suffolk Street are included in the conservation area up to number 131 Great Suffolk Street. The west boundary of the grounds of Charles Dickens School and number 48 Lant Street mark the west extent, before the conservation area boundary continues along Lant Street, crossing south to include the Gladstone Public House. The east boundary of the conservation area then heads north on the west side of Borough High Street including numbers 196-230 (even) Borough High Street meeting the Borough High Street Conservation Area adjacent to St George the Martyr Church.

Proposed Walworth Road Conservation Area

7. On the 8 September 2015, Southwark Council's planning committee approved the proposal to carry out a public consultation with local residents and businesses on the proposed Walworth Road Conservation Area. Letters were sent to all of the owner/ occupiers of properties in the conservation area and within a wider boundary around the area, giving a 12 week consultation period. The letter included a copy of the conservation area boundary and information as to where the conservation area appraisal could be viewed on the council's website. A public meeting was held on 5 November 2015 at InSpire – the Crypt at St Peter's, Liverpool Grove. The results of the consultation to date are set out in paragraph 11.
8. The proposed conservation area is focused upon the busy commercial street of Walworth Road, a street that reflects the historic commercial and retail growth of the area and which is characterised by a mixture of early 19th century to mid 20th century buildings. The boundary has been informed by the historical research and characterisation area work undertaken by the Walworth Society.
9. The proposal is before the community council following a two year period in which the Walworth Society has worked with the council to prepare a detailed Historic Area Assessment for the Walworth Road for which the council granted CGS funding. The efforts of the Walworth Society in carrying out this detailed assessment are commended and the proposed consultation on the proposed conservation area will be a natural development of this work.

10. The proposed Walworth Road Conservation Area is situated on the southern edge of the Heygate Estate (decanted for redevelopment) and stretches down to Burgess Park. It is bounded by the Larcom Street and Liverpool Grove Conservation Area to the east and the Sutherland Square Conservation Area to the west. The area is primarily centred along Walworth Road, stretches along the southern side of Manor Place to the railway line and takes in the streets around Westmoreland Road, Queens Row and Horsley Street. The area is also located within the commercial core of Walworth and the Elephant and Castle Opportunity Area (as defined by Figure 13 of Southwark's Core Strategy).

Consultation responses

11. The consultation period for the Liberty of the Mint Conservation Area has just commenced and no responses have been received to date. The consultation period for the Walworth Road Conservation Area is drawing to a close. To date in excess of 40 responses were received either at the public meeting or submitted on line. The responses were overwhelmingly in support of the designation of the Walworth Road Conservation Area and respondents highlighted the quality and character of the area. Other issues raised include:
- Six respondents have requested that the Tankard Public House at the junction with the Walworth Road and Amelia Street should be included within the boundary.
 - The Walworth Society wrote a detailed response in support and suggested that the Tankard Public House should be included within the boundary.
 - Two objections were received. The first considered that the designation would prevent the improvements being made around the Elephant and Castle heading south. Whilst there are individual buildings of interest and these could be preserved they felt it did not make sense to create a zone of the whole road and remainder would better redeveloped. The second also felt that some parts of the road were questionable in relation to designation. They were also concerned about the poor standard of some of the houses and they thought that designation would lead to further dilapidation and wonder if a dedicated shopfront improvement scheme such as at Nunhead and Leytonstone might be better.
 - One respondent suggested that frontage of the Gateway Estate should be included within the boundary.
 - One comment criticised Southwark wasting public money for the Walworth Society to prepare the assessment. The Walworth Society was not paid and the members volunteered their own time for the study.
 - A letter was received from Lend Lease, who are currently developing parts of the Elephant and Castle, whilst they broadly supported the proposal they were particularly concerned about the contents of paragraph 5.3.6 that tall buildings within or immediately outside the conservation area are unlikely to be appropriate. They drew the council's attention that E&C is associated with tall buildings. They suggested that paragraph 5.3.6 should be reworded to *'focus on influencing the design and character of surrounding tall buildings to ensure any new development tie in with the urban context of the conservation rather than setting out that tall buildings are unlikely to be acceptable'*.
12. The GLA wrote in support of the designation. They considered that the appraisal is most comprehensive and makes a robust case demonstrating the considerable historic and architectural interest of this key arterial road in London.

The GLA Heritage advisor advised that the Walworth Road will soon benefit from a new joint GLA and Southwark Council initiative which will provide up to £800 000 funding (shared with Lower Road in Bermondsey) for shopfront improvements, utilisation of empty units and business support, and this has the potential to significantly enhance the character and appearance of the proposed conservation area.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

13. The main issues of this are the ability of the LPA to designate new conservation areas as areas of special architectural or historic interest.

Planning Policy

14. Core Strategy 2011 (April)
Strategic Policy 12 Design and Conservation.

Southwark Plan 2007 (July)

Saved Policy 3.15 Conservation of the Historic Environment

Saved Policy 3.16 Conservation Areas

Saved Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites

Saved Policy 3.19 Archaeology

London Plan 2015

Policy 7.9 Heritage-led regeneration

Policy 7.8 Heritage assets and archaeology

National Planning Policy Framework (NPPF)

Principles of designation and current guidance

15. The Liberty of the Mint Conservation Area contains predominantly late 19th century early 20th century industrial and warehouse buildings. The layout of the roads in the conservation area generally dates from the 1800s although the buildings fronting the roads are generally later. The conservation area demonstrates the pressure on land during the latter half of the 19th century to accommodate the increase in industrial activities. The streets are generally well enclosed by industrial and warehouse buildings of a high quality and architecturally interesting frontage.
16. The proposed Walworth Road Conservation Area is primarily characterised by the busy commercial streets of Walworth Road and Camberwell Road, which contrasts with the residential streets of the adjoining conservation areas of Larcom Street, Liverpool Grove and Sutherland Square. This road reflects the characteristics of the different periods of the area's growth and demonstrates the pressure on land during the 19th century to accommodate the increase in population. The conservation area is largely characterised by a mixture of early 19th century to mid 20th century buildings. Although the special quality of the area is the main reason for designation, rather than the individual buildings, the proposed conservation area is based upon the busy shopping street, of

Walworth Road. Along its one mile length Walworth Road exhibits roadside buildings from all stages of its historical development including those dedicated for housing, retail and civic use. In contrast, the streets off Walworth Road are characterised by 18th century housing converted to shops implanted into the front gardens with factories to the rear. The impact of the railway line in the mid 19th century forged a path adjacent to the Walworth and Camberwell Roads which formed a series of awkward plots to the east. The edges of the conservation area are characterised by late 19th and 20th century housing.

17. Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on the local Planning Authority to determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance and further allows for those areas to be designated as conservation areas. There is a duty on the local planning authority under Section 69 to review areas from time to time to consider whether designation of conservation areas is called for.
18. In March 2012 the Government introduced the National Planning Policy Framework replacing the guidance formerly contained within PPS5. Paragraph 169 of the NPPF is particularly relevant with regards conservation area appraisals '*local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment.*' The conservation area appraisals comply with the requirements of NPPF paragraph 169.
19. In 2011 English Heritage published guidance on conservation area appraisals, 'Understanding Place: Conservation Area Designation, Appraisal and Management'. This sets out the importance of definition and assessment of a conservation area's character and the need to record the area in some detail. The purpose is to provide a sound basis for rational and consistent judgements when considering planning applications within conservation areas. Conservation area appraisals, once they have been adopted by the Council, can help to defend decisions on individual planning applications at appeal. They may also guide the formulation of proposals for the preservation and enhancement of the area. The Liberty of the Mint and Walworth Road Conservation Area appraisals have been prepared in accordance with the guidance.
20. Designation of a conservation area imposes certain duties on planning authorities. These duties are twofold, firstly, to formulate and publish from time to time, proposals for the preservation and enhancement of the conservation areas in their district and submit them for public consultation. Then secondly, in exercising their planning powers to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation areas and to this end, there is a general presumption against the demolition of buildings within the designated area. In the case of conservation area controls, however, account should clearly be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular of the wider effects of demolition on the building's surroundings and on the conservation area as a whole.

Outstanding Schemes

Liberty of the Mint Conservation Area

21. The main focus of development in the area has been focussed on the Borough High Street and Marshalsea Road frontages as well as Vineyard to the rear. Notwithstanding this, the cohesive nature of the townscape has meant that new development opportunities have been limited in scope. In the last five years the only significant new development in the area of the proposed conservation area has been: 218-220 Borough High Street – Ref: 10-AP-2304 – for Redevelopment of site for a mixed use development comprising six storeys (basement and five floors above ground) including retail/professional services/cafe - restaurant (Use Classes A1/A2/A3) at ground floor and basement and seven residential units
22. More recently, a planning application was received in relation to the Gladstone Public House at 64 Lant Street (ref 15-AP-3137) for: Demolition of existing public house; and erection of ten storey building comprising Class A3/A4 use at ground floor level and 9 residential units (Class C3) across upper floors. This application is invalid and not started. The council has also received an application from the public for the designation of the Gladstone Public House at 64 Lant Street as an Asset of Community Value (ACV). This was listed as an ACV by the council on 9 September 2015 and it remains on the list for 5 years. The owners requested a review of the decision which has been heard but was not upheld so the listing remains in place. The panel considered it was a valid nomination, there was good evidence that it furthers the social wellbeing of the community and that it is reasonable to think that it could do so.

Proposed Walworth Road Conservation Area

23. There are no significant outstanding schemes within the proposed conservation area; however there are a number of potential development sites which currently contribute poorly to the character and appearance of the area. These include:
 - No. 151 Walworth Road (fire damaged former town hall); and
 - Nos. 264-276 (even) Walworth Road (redevelopment opportunity).

Community impact statement

24. The two designations have been consulted in accordance with the statement of community involvement. The statement of community involvement sets out how and when the council will involve the community in the alteration and development of town planning documents and applications for planning permission and was adopted in January 2008. The statement of community Involvement does not require the Council to consult when designating a conservation area, but in this instance the Council proposes to follow a similar procedure.
25. Public meetings were arranged within 12 weeks of the initial reports been presented at Planning Committee. Officers will report consultation responses received back to the Planning Committee for consideration.
26. The consultation will seek the views of local residents, businesses and other local interests over the definition of the boundaries and the conservation area appraisals. Notification of the consultation on the designation of the Liberty of the Mint Conservation Area and the proposed designation of the Walworth Road, on the council's website and on request from the Design & Conservation Team..

This will show how the consultation has complied with the statement of community involvement.

Human rights implications

27. This conservation area may engage certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
28. This proposal has the legitimate aim of providing for the conservation of the historic environment within the conservation area. The rights potentially engaged by this proposal, include the right to a fair trial and the right to respect for private and family life however both of these are not considered to be unlawfully interfered with by this proposal.

Resource implications

29. Notifying the public of the Liberty of the Mint Conservation Area and proposed Walworth Road Conservation Area will not result in resource implications for the staffing of the Department of the Chief Executive.
30. Other resource implications will be the cost of publishing the conservation area appraisal, which can met within the Department of the Chief Executive's revenue budget. The cover price of the document will be fixed to cover production costs.
31. The conservation areas could generate additional casework for planning staff. However, given the location and scale of many of the proposals in this area there is already an attention to the design and appearance of the proposals and the designation should not result in significant resource implications for the staffing of the Department of the Chief Executive.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

32. A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance (*section 69(1), Planning (Listed Buildings and Conservation Areas) Act (LBA) 1990*). A Local Planning Authority (LPA) is under a duty to designate conservation areas within its locality and to review them from time to time (*section 69(2)*).
33. There is no statutory requirement for LPAs to consult with anyone before a conservation area is designated, nor does the Councils Statement of Community Involvement require consultation in respect of designating conservation areas. However, English Heritage advises LPAs to consult as widely as possible, not only with local residents and amenity societies, but also with chambers of commerce, public utilities and highway authorities.
34. There is no formal designation procedure. The statutory procedure simply involves a council resolution to designate being made. The date of the resolution is the date the conservation area takes effect. The designation of conservation areas is reserved to Planning Committee under Part 3F, paragraph 3 of the Constitution, and consultation of Community Council members will take place

before the designation is confirmed. This matter was initially considered by members of the Planning Committee at their meeting on 1 December 2015.

35. There is no statutory requirement on the level of detail that must be considered by an LPA before designation. However, guidance from English Heritage states that it is vital an area's special architectural or historic interest is defined and recorded in some detail. A published character appraisal is highly recommended and can be found at Appendix 1 of this report. The overall impetus for designating a conservation area must be the desire to preserve and enhance the area.
36. Notice of the designation must be published in at least one local newspaper circulating in the LPA's area and in the London Gazette (*section 70(8), LBA 1990*). The Secretary of State and English Heritage must also be notified (*section 70(5)*). There is no requirement to notify the owners and occupiers of premises in the area. The conservation area must be registered as a local land charge (*section 69(4)*).
37. The designation of a conservation area gives the LPA additional powers over the development and the use of land within it and has the following consequences;
 - control of demolition of buildings - all demolition will require conservation area consent
 - any new development will need to enhance or preserve the conservation area –
 - protection of trees – certain criminal offences arise if trees in the conservation area are cut down or wilfully damaged without the consent of the LPA
 - duty of LPA to formulate and publish from time to time proposals for the conservation and enhancement of conservation areas (e.g, by updating conservation area appraisals)
 - certain permitted development rights are more restricted
 - specific statutory duties on telecommunications operators
 - exclusion of certain illuminated advertisements [although not very relevant in this context]
 - publicity for planning applications affecting the conservation area must be given under Section 73(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990
38. There is no statutory right of appeal against a building being included in a conservation area. However, it is possible to seek a judicial review of an LPA's decision to designate a conservation area.
39. In accordance with paragraph 2, Part 3H of the Council Constitution, the appropriate Community Council is to comment on proposals for the designation of conservation areas.

Equalities and Human Rights

40. The Equality Act 2010 introduced the public sector equality duty which merged existing race, sex, and disability duties and extended them to include other protected characteristics. Accordingly, when making decisions, the Council in exercise of its functions must (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; (ii) advance equality of

opportunity between people who share a protected characteristic and those who do not; and (iii) foster good relations between people who share a protected characteristic and those who do not

BACKGROUND DOCUMENTS

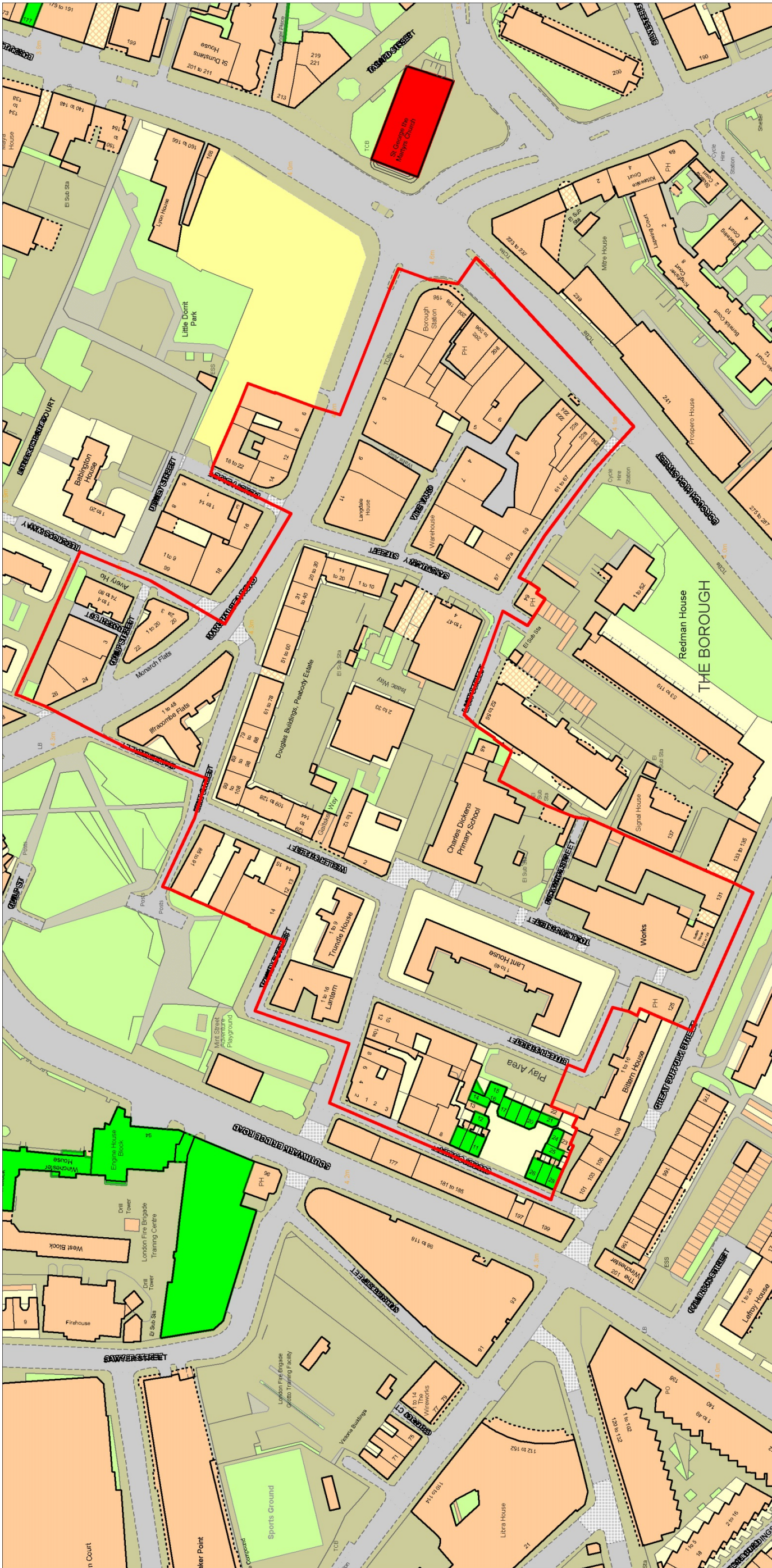
Background Papers		
None.		

APPENDICES

No.	Title
Appendix 1	Conservation Area Appraisal for Liberty of the Mint Conservation Area. http://www.southwark.gov.uk/downloads/download/2451/draft_conservation_area_appraisals
Appendix 2	Map of the Liberty of the Mint Conservation Area
Appendix 3	Proposed Walworth Road Conservation Area Appraisal http://www.southwark.gov.uk/downloads/download/2451/draft_conservation_area_appraisals
Appendix 4	Map of the proposed Walworth Road Conservation Area (North)
Appendix 5	Map of the proposed Walworth Road Conservation Area (South)

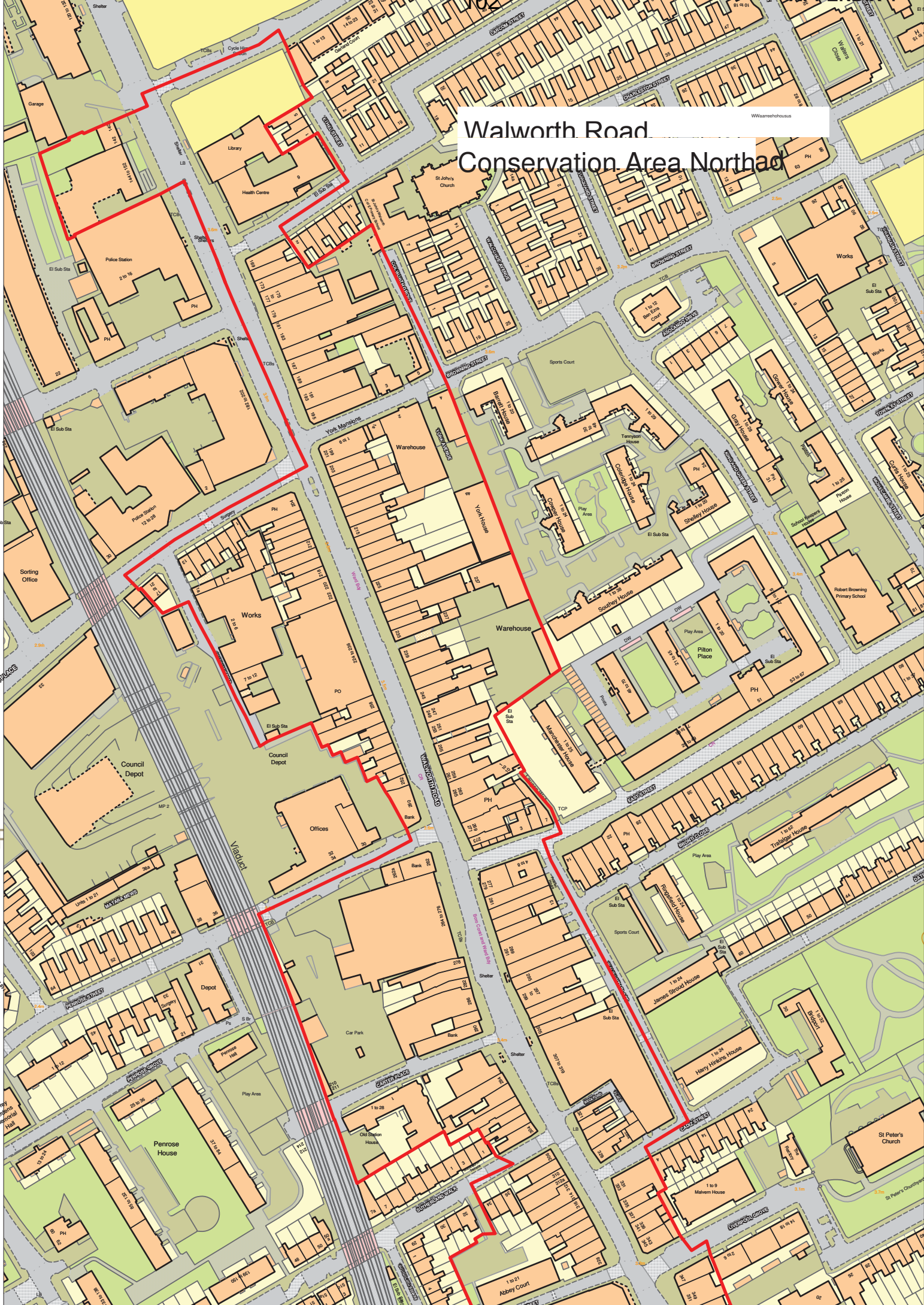
AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Tracy Chapman, Team Leader Design and Conservation Officer	
Version	Final	
Dated	7 January 2016	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	18 January 2016	

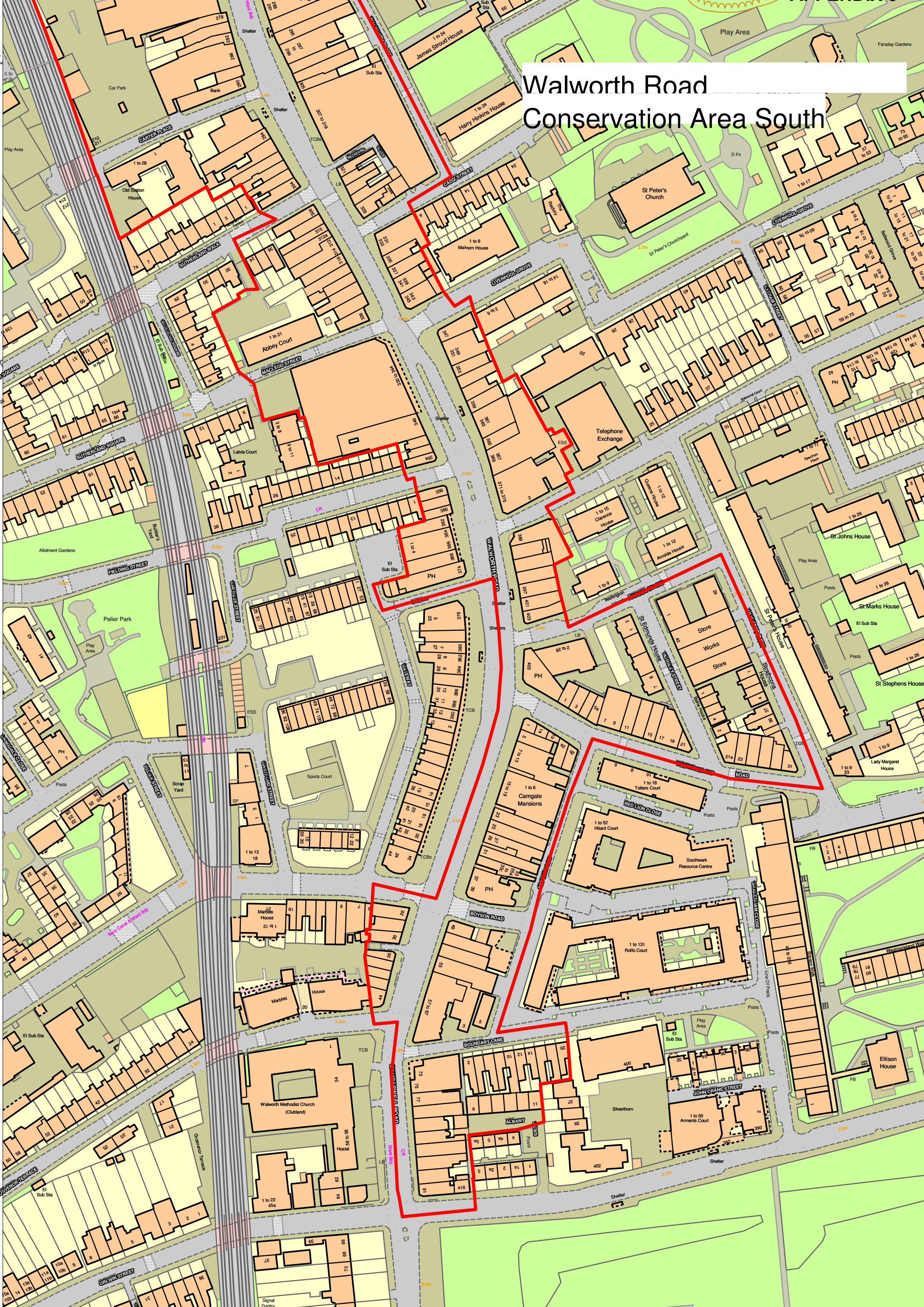


The Liberty of the Mint Conservation Area

Walworth Road Conservation Area North



Walworth Road Conservation Area South



Item No. 4.10	Classification: Open	Date: 30 January 2016	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Chaucer and Faraday	
From:		Head of Highways	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:

Due to a majority of respondents supporting the introduction of a cycle hangar:

- 86% in Manciple Street
- 78% in Staple Street
- 79% in Tabard Street
- 50% in Blackwood Street
- 83% in Wooler Street

it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location in Sutherland Square.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 18 and 20 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in October 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 26 September 2015 until the 15 November 2015.
7. Full details of the consultation responses can be found in Appendix A.

8. 86 % of respondents to the public consultation in Manciple Street were in favour of the scheme (a total of 14 responses).
9. 79 % of respondents to the public consultation in Staple Street were in favour of the scheme (out of a total of 18 responses).
10. 78 % of respondents to the public consultation in Tabard Street were in favour of the scheme (out of a total of 24 responses).
11. 50 % of respondents to the public consultation in Blackwood Street were in favour of the scheme (out of a total of 6 responses).
12. 83 % of respondents to the public consultation in Wooler Street were in favour of the scheme (out of a total of 18 responses).
13. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
14. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage of the experimental traffic order. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for environment and the public realm

15. On the basis of the results of the public consultation, the Cabinet Member is recommended to:
 - a. Approve the implementation of the proposed bike hangars on Manciple Street, Staple Street, Tabard Street, Blackwood Street and Wooler Street in the location consulted.

Subject to completion of statutory procedures.

Policy implications

16. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1	Pursue overall traffic reduction
Policy 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle
Policy 1.12	Ensure that cycle parking is provided in areas of high demand and in areas where convenient
Policy 2.3	Promote and encourage sustainable travel choices in the borough
Policy 4.1	Promote active lifestyles
Policy 5.8	Improve perceptions of safety in the public realm
Policy 6.3	Support independent travel for the whole community

Community impact statement

17. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

18. This report is for the purposes of consultation only and there are no resource implications associated with it.
19. It is, however, noted that this project is funded by the 2014/2015 LIP CGS programme.

Consultation

20. Ward members were consulted prior to commencement of the consultation.
21. Informal public consultation was carried out in October / November 2015, as detailed above.
22. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.
23. If approved for implementation all sites will be subject to statutory consultation required in the making of an experimental Traffic Management Order. The statutory consultation period will run for the experimental period and the order made permanent on the basis of the trial results.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill (020 7525 3541)

APPENDICES

No.	Title
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Report
Appendix B	Cycle Hangar location plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Chris Durban, Cycle Programme Manager	
Version	Final	
Dated	15 January 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		14 January 2016

**Secure Cycle Parking (Bike Hangar)
Consultation Summary**

Manciple Street

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			I think more secure cycle storage is great for supporting green residents who would like to commute to work in an economic friendly way particularly given local and national objectives surrounding this area. I am in total support and I know a few other local resident would appreciate having hangars close to their homes too. I am currently unable to cycle to St Thomas hospital because of a lack of secure cycle storage so this would help me personally as well.	X Rothsay Street
2	1		1			I THINK THERE SHOULD BE MORE SPACES AVAILABLE AS 6 IS NOT ENOUGH, I WOULD THINK. I WOULD ALSO LIKE TO SEE SECURE SHELTERED BIKE PROVISION/STORAGE IN THE EATWELL HOUSE COURTYARD	X EASTWELL HOUSE
3	1		1				X HUBERD HOUSE
4	1		1			As the flats on Manciple Street have no lifts - cyclists have to carry bikes up the stairwells and there have been many bikes stolen on the estate. A cycle hanger would be welcome on Manciple Street.	X Huberd House
5	1		1				X pilgrimage street
6	1		1				NO ADDRESS

7	1		1		VERY GOOD IDEA FOR CYCLE HANGAR FOR CYCLE WHO HAVE OWN BIKES FROM RESIDENT ONLY. EVERY RESIDENT MUST REQUEST THEIR NAMES ON PROPOSED CYCLE IN MANCIPLE STREET. THEY NEED BIT OF RENT FEE ON RESIDENT PROPOSED CYCLE HANGAR. IT IS VERY IMPORTANT FOR SAFETY AND SECURITY KEEP THEIR CYCLE SAFELY. MUST BE SOME TO GIVEN MORE DEVELOPMENT OF HANGAR CYCLE. QUESTION 1 HOW DOES WHO ARE RESPONSIBLE TO USE KEY TO OPEN HANGAR CYCLE PROPOSED? 2 EVERY RESIDENT HAVE SAME KEYS FOR HANGAR CYCLES PROPOSED IN MANCIPLE STREET. 3 IS ANOTHER IMPROVEMENT IN ENVIRONMENT IN MANCIPLE STREET.	X EATWELL HOUSE
8	1		1		I THINK IT IS A BRILLIANT IDEA. I'VE LOOKED UP ON THE WEBSITE BUT I COULDN'T FIND THIS; HOW MUCH WILL IT COST?	X HUBERD HOUSE
9	1		1		GREAT IDEA EVEN BETTER IF THERE IS ONE OUTSIDE JEULIAN HOUSE	NO ADDRESS
10	1		1		THAT IS BRILLIANT IDEA, MAYBE YOU COULD INTRODUCE SOME MORE CYCLE HANGARS AROUND THIS AREA.	X SEAL HOUSE
11	1		1		NEED MORE THAN ONE IN THE AREA!	X EASTWELL HOUSE
12	1		1		GREAT IDEA!	X HUNERD HOUSE
13	1			1	'I HAVE A OPIONION' I HAVE NO OBJECTION WITH THIS PROPOSAL, THE ONLY TWO THINGS I WOULD SUGGEST IS THAT YOU MOVE THE HANGAR SLIGHTLY UP THE ROAD BECAUSE TRAFFIC COMES AROUND THE BEND AT SUCH SPEED SOMETIMES THAT I CAN SEE A ACCIDENT. THE OTHER THING IS IN QUESTION IS THE SPEED LIMIT ON MANCIPLE STREET AND PART PARDONER STREET TO WHICH YOU MAY CONSIDER A LOW SPEED BUT WITH WARNING SIGNS TO TELL DRIOVERS IN ADVANCE, IF THIS IS COVERED THE SCHEME WILL BE OK.	X TATSFIELD HOUSE

14	1			1		BEING A DRIVER AND DRIVING INSTRUCTOR, I DON'T THINK PUTTING THIS IN THE ROAD HELPS OTHER ROAD USERS. THERE NEEDS TO BE A BETTER PLACE FOR THIS ON MANCIPIE STREET. THERE IS ONE ALREADY BUILT ON MANCIPIE STREET, WHICH IS INSIDE ONE OF THE ESTATES, SOMEWHERE LESS DANGEROUS. NOT ON THE MAIN ROAD WHERE COULD PROVE DANGEROUS TO BOTH THE CYCLIST AND DRIVER. I AM NOT AGAINST THIS IDEA, BUT ONLY STATING THAT IT SHOULD BE BUILT INSIDE AN ESTATE NOT ON THE MAIN ROAD.	X LENHAM HOUSE
	14	0	12	1	1		

Response to opposed comments:

1. THE ONLY TWO THINGS I WOULD SUGGEST IS THAT YOU MOVE THE HANGAR SLIGHTLY UP THE ROAD BECAUSE TRAFFIC COMES AROUND THE BEND AT SUCH SPEED SOMETIMES THAT I CAN SEE A ACCIDENT.

Response:

The site has been assessed and vehicles are able to pass safely with the cycle hangar being installed in the proposed location. The proposed location is also within an existing parking bay and there have been no reported accidents with parked vehicles here.

2. THERE NEEDS TO BE A BETTER PLACE FOR THIS ON MANCIPIE STREET. THERE IS ONE ALREADY BUILT ON MANCIPIE STREET, WHICH IS INSIDE ONE OF THE ESTATES, SOMEWHERE LESS DANGEROUS. NOT ON THE MAIN ROAD WHERE COULD PROVE DANGEROUS TO BOTH THE CYCLIST AND DRIVER.

Response:

The cycle hangar is designed so that cyclists access the hangar from the pavement side so that they are not in direct conflict with other motorists when they are using the hangar.

Staple Street

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1				X CRAYFORD HOUSE
2	1		1			WHILST I CAN NO LONGER RIDE A BIKE DUE TO AN INJURY AND RELY ON PUBLIC TRANSPORT, I THINK THIS IS A VERY GOOD IDEA FOR ANYONE LIVING IN A FLAT. I DID WANT TO GET A BIKE 25 YEARS AGO AND ONLY THE FACT I'D HAVE TO TAKE IT UPSTAIRS AND CONSTANTLY MOVE IT UP AND DOWN THE HALL TO ACCESS THE TOILET AND FRONT DOOR PRVENTED ME. I'M SURE THESE WILL BE VERY WELCOME BY POTENTIAL CYCLISTS. A VERY GOOD IDEA.	X AYLESFORD HOUSE
3	1		1			I WOULD LIKE TO HAVE A SPACE	X STROOD HOUSE
4	1		1			EXCELLENT IDEA, WILL SAVE ME CARRYING MY BIKES DOWN THE STAIRS. ENCOURAGES HEALTHIER AND CLEANER WAY TO TRAVEL AND IS CONDUCIVE TO CURRENT CYCLE HIGHWAY IMPROVEMENTS. IT IS VITAL THAT ENOUGH BIKE SPACE IS PROVIDED AND SECURITY IS ABSOLUTELY PARAMOUNT FOR THESE TO BE USED AS THEY ARE IN A PRIME THEFT SPOT.	X CRAYFORD HOUSE
5	1		1			THIS WOULD BE GOOD FOR THOSE WITHOUT A CAR. IF SOMEONE ALREADY HAS A PARKING SPACE FOR THEIR CAR IT WOULDN'T BE FAIR TO ALSO GIVE THEM A SPACE FOR A BIKE. THOSE WITHOUT A CAR/PARKING SPACE SHOULD BE CONSIDERED IN THE FIRST INSTANCE FOR USING THE CYCLE HANGAR.	X STROOD HOUSE
6	1		1			SUPPORT THIS BUT CONCERNED THAT THIEVES WILL TARGET THESE - ESPECIALLY IF THEY CAN VIEW AN EXPENSIVE BIKE. POSSIBLY MODIFY THE DESIGN EVER SO SLIGHTLY?	X AYLESFORD HOUSE

7	1		1			YES BECAUSE I LIKE DOING SPORTS AND I HAD TO SELL MY BIKE BECAUSE I HAD NO WHERE TO PUT IT SO THIS WOULD BE AMAZING.	NO ADDRESS
8	1		1				X STROOD HOUSE
9	1		1			GOOD IDEA	X OTFORD HOUSE
10	1		1			I THINK IT'S A GREAT IDEA. I CYCLE MYSELF	X OTFORD HOUSE
11	1		1				X STROOD HOUSE
12	1		1				X CRAYFORD HOUSE
13			1			IT IS SUCH A GREAT IDEA!	FLAT X
14			1				NO ADDRESS
15	1				1	FRANKLY IT DOES NOT AFFECT ME. I DO NOT RIDE A BIKE OR HAVE A VEHICLE, I CATCH A BUS.	X CRAYFORD HOUSE
16	1			1		INTERESTED IN MORE POLICING FOR THE NEIGHBOURHOOD RATHER THAN SPENDING FOR THE MINORITY.	NOT GIVEN
17	1			1		THEY'RE AN EYESORE HORRIBLE AND OUT OF PLACE, WE'VE SEEN THEM IN OTHER PLACES, THEY ARE TERRIBLE. SIMPLE METAL STANDS WILL BE BETTER. SENSIBLE USE OF COUNCIL MONEY WILL BE VERY HELPFUL LIKE CLEANING DRAINS IN THOSE AREAS AND PROVIDING LIFT TO 4 STOREY HOUSES IN THESE AREAS WHERE A LOT OF ELDERLY PEOPLE ARE LIVING ON THIRD AND FOURTH FLOORS IN THESE BLOCKS. WHAT PEOPLE GO THROUGH WHEN THEY MOVE TO BLOCKS LIKE AYLESFORD HOUSE IS A DISGRACE IN THIS DAY AND AGE.	NO ADDRESS
18	1			1		HOW BIG ARE THESE STREETS YOU ARE TALKING ABOUT? I ASKED, THESE STREETS ARE TOO NARROW - PEOPLE PARKED ON BOTH SIDES OF THIS STREET AND YOU WANT TO CUT SOME PART FOR THIS CYCLE HANGAR. I THINK IS NOT SAFE, PEOPLE SPEED ON THIS STREET AND IT IS TOO NARROW IS NOT SAFE FOR US PLEASE, THERE ARE NO RAMPS. PEOPLE WITH CYCLES SHOULD PACK THEM IN THEIR FLATS AFTER ALL THEY DON'T PAY ROAD TAX. THANK YOU. THAT'S MY VIEW.	X OTFORD HOUSE
	16	0	14	3	1		

Response to opposed comments:

1. THEY'RE AN EYESORE HORRIBLE AND OUT OF PLACE, WE'VE SEEN THEM IN OTHER PLACES, THEY ARE TERRIBLE. SIMPLE METAL STANDS WILL BE BETTER.

Response:

The Council is aware of issues with the aesthetics. The current design was chosen through an open tender process and takes into account several factors, of which the current option was assessed to be the best. A cycle stand does not afford the same security for bike storage and it is for this reason that a hangar is proposed.

2. THESE STREETS ARE TOO NARROW - PEOPLE PARKED ON BOTH SIDES OF THIS STREET AND YOU WANT TO CUT SOME PART FOR THIS CYCLE HANGAR.

Response:

An on-site assessment has been undertaken and there is adequate width for passing vehicles.

Tabard Street

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1		1	1				NO ADDRESS
2		1	1				MINOR ENTERTAINMENT
3	1		1				X empire square south
4	1		1				X TABARD STREET
5	1		1			I SIMPLY THINK IT IS A GREAT IDEA WHICH SHOULD BE ENCOURAGED, EVEN MORE ACCESS THE ENTIRE LONDON AREA. MANY THANKS FOR THIS PROPOSAL TO OUR BOROUGH.	X TABARD STREET
6	1		1			Parking for cycles is as important as parking for cars.	X Bickels Yard
7	1		1				X EMPIRE SQUIRE SOUTH
8	1		1				X EMPIRE SQUARE SOUTH
9	1		1			BICYCLES SHOULD HAVE PRIORITY OVER CARS. NB I OWN A BICYCLE AND A CAR BUT PROVIDE PRIVATE PARKING FOR BOTH. I SUPPORT THE COUNCIL IN MAKING CYCLING A PRIORITY AND SAFER	X EMPIRE SQUARE SOUTH
10	1		1			ANYTHING THAT THWARTS THE ORGANISED BIKE STEALING GANGS IN THE AREA IS WELCOME	X EMPIRE SQUARE SOUTH

11	1		1			THIS IS A GOOD IDEA AND IN A GOOD LOCATION. HOWEVER, I SUPPORT THEIR USE BY OTHER COMMUTERS THAN MYSELF. THIS IS BECAUSE THERE IS CYCLE PARKING IN THE BASEMENT OF THE RESIDENTIAL CLOCK IN WHICH I LIVE. THOUGH I DO NOT USE THESE ANY MORE AS I HAD TWO CYCLES STOLEN. SO MY CONCERNS ARE SECURITY RELATED. HOW SECURE WILL THIS UNIT BE? IT LOOKS FROM THE PHOTO ATTACHED THAT THIEF COULD GET THROUGH THE SIDE WITH AN ANGLE GRINDER.	X EMPIRE SQUARE SOUTH
12	1		1			I THINK IT'S A GREAT IDEA AND WOULD LIKE TO APPLY FOR A LOCK UP SPACE.	X EMPIRE SQUARE SOUTH
13	1		1				NO ADDRESS
14	1		1				X EMPIRE SQUARE SOUTH
15	1		1			I THINK IT IS A VERY GOOD IDEA	FLAT X
16	1		1			I THINK THIS IS AN EXCELLENT PROPOSAL AND STRONGLY SUPPORT IT.	X EMPIRE SQUARE SOUTH
17	1		1			HAPPY THEY EXIST FOR PEOPLE WHO FEEL SECUIRTY OF THEIR BICYCLES IS AN ISSUE. I CYCLE AND I FEEL HAPPY WITH CURRENT PROVION IS SECURE PARKING BUT WOULD LIKE MORE CYCLE RACKS IN EMPIRE SQUARE.	NOT GIVEN
18	1		1			ASSUMING THE HANGAR IS ON JUNCTION WITH NEBRASKA STREET - YES, THAT'S A GOOD LOCATION FOR A FACILITY THAT WILL BE APPRECIATED BY THE SCHOOL AND NURSERY NEAR THERE. THERE IS A PROBLEM WITH SUFFICIENCY OF CAR PARKING IN THIS AREA (WHICH WE PAY A LOT FOR) BUT ON BALANCE THIS IS A FAIR PROPOSAL. PLEASE NOTE - WE WOULD NOT SUPPORT THIS IF THE CYCLE HANGAR WAS PROPOSED AT THE NARROWER END OF TABARD STREET, NEARER THE JUNCTION WITH LONG LANE, WHERE PARKING IS A NIGHTMARE ALREADY. THANKS!	X TABARD STREET

19	1	1	1		I DON'T THINK YOUR MAP PUTS NORTH IN THE CORRECT DIRECTION. OTHERSISE, I SUPPORT THE LOCATION. DOES THE HANGAR HAVE SPACE FOR TRAILERS? CAN THE LOCKS BE CHANGED TO PREVENT THE THIEVES ACQUIRING KEYS?	X TABARD STREET
20		1		1	THERE ARE NOT ENOUGH SPACES FOR VEHICLES AS IT IS ON THIS STRIP OF TABARD STREET BETWEEN NEBRASKA ST AND PILGRIMAGE ST. THE NOISE OF CONGREGATION OF CLANKING CHAINS PEOPLE ETC WHERE WE LIVE ON CORNER THIS IS UNACCEPTABLE - FIND A DIFFERENT LOCATION. HE PAYS RATES AND AS IT IS, IS DIFFICULT ENOUGH TRYING TO OPERATION A BULDING BUSINESS WITHOUT YOU REMOVING ONE OF THE ONLY FEW PARKING SPACES. MY PARTNERS BUISINESS IS ACROSS FROM OUR HOME IN NEBRASKA STREET. WE ARE PRESENTLY A NO. 48 BUS TERMINATES AND NOW YOU WANT TO PARK CYCLES WHAT ABOUT RESIDENTS AND BUSINESSES WHO LIVE HERE AS OPPOSED TO COMMUTERS AND SCHOOL PARENTS BEING PRIORITY. AT ST GEORGE MARTYR AT TOP OF TABARD ST THERE ARE CYCLE RAILS AND ALONG TABARD STREET, THIS IS ENOUGH! PLEASE DO NOT IMPLEMENT.	X ELGOOD HOUSE
21	1			1	THERE IS NOT ENOUGH CAR PARKING SPACES NOW FOR PEOPLE TO PARK LET ALONE PUTTING CYCLE HANGARS IN OUR AREA TAKING AWAY YET ANOTHER CAR SPACE, IF WE CAN'T PARK OUR CAR NEAR OUR PROPERTY WE HAVE TO PARK MILES AWAY, NOT VERY GOOD. WE HAVE JUST HAD A CYCLE ROUTE PUT IN A ROAD NEAR OUR PROPERTY WHICH MEANT AT LEAST 12 CAR SPACES GONE.	X PILGRIMAGE STREET
22	1			1	GREAT IDEA BUT FOR ANOTHER LOCATION AS THIS IS ONE WAY STREET AND PAVEMENT IS NARROW ON BOTH SIDES, TABARD GARDENS? CONVERT SMALL CAR PARK ON THE CORNER OF TABARD STREET AND SILVESTER STREET?	X TABARD STRET
23	1			1	IT WILL RESTRICT THE SPACE OF PARKING FOR CARS	X EMPIRE SQUARE SOUTH
24	1			1		APT X
	21	3	19	5	0	

Response to opposed comments:

3. THERE ARE NOT ENOUGH SPACES FOR VEHICLES AS IT IS ON THIS STRIP OF TABARD STREET BETWEEN NEBRASKA ST AND PILGRIMAGE ST. THE NOISE OF CONGREGATION OF CLANKING CHAINS PEOPLE ETC WHERE WE LIVE ON CORNER THIS IS UNACCEPTABLE - FIND A DIFFERENT LOCATION. .

Response:

The site has been assessed and vehicles are able to pass safely with the cycle hangar being installed in the proposed location. The school transport plan should directly address concerns relating to this.

4. THERE IS NOT ENOUGH CAR PARKING SPACES NOW FOR PEOPLE TO PARK LET ALONE PUTTING CYCLE HANGARS IN OUR AREA TAKING AWAY YET ANOTHER CAR SPACE, IF WE CAN'T PARK OUR CAR NEAR OUR PROPERTY WE HAVE TO PARK MILES AWAY, NOT VERY GOOD. WE HAVE JUST HAD A CYCLE ROUTE PUT IN A ROAD NEAR OUR PROPERTY WHICH MEANT AT LEAST 12 CAR SPACES GONE.

Response:

Each hangar is maintained by the provider to ensure it is in good condition. Each space is rented on an annual basis and the uptake monitored. If it is the case that the bike hangar is not well used then it will be reallocated to another street.

5. GREAT IDEA BUT FOR ANOTHER LOCATION AS THIS IS ONE WAY STREET AND PAVEMENT IS NARROW ON BOTH SIDES, TABARD GARDENS?.

Response:

Blackwood Street

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			A GOOD IDEA FOR YOUNG COUPLES WHO USE BIKES, MYSELF AND MY WIFE ARE OLD COUPLE WE DON'T USE BIKES AS WE ARE OLD AGE OVER EIGHTY AND SO DOES NOT APPLY TO US.	X WALSHAM HOUSE
2	1		1				X DATE STREET
3	1		1			SUPPORT ON CONDITION I DO NOT SUPPORT THE USE OF CYCLE HANGARS, ONE PROBLEM WITH THIS LOCATION IS THE NEARNESS TO THE MARKET. ON THE WEEKEND IT IS HARD TO PARK AS A LOCAL RESIDENT (LIVING ON DATE STREET) BECASUE MARKET STALL HOLDERS AND CUSTOMERS USE UP MANY RESIDENT SPACES. ALSO THERE ARE TOO MANY DISABLED PARKING PLACES ON DATE STREET. THERE ARE THREE SOACES ON A VERT SMALL STREET. MANY OF RTHE ELDERLY RESEINDTS WHO USED THESE, NO LONGER NEED TEM. IF ONE OR TWO OF THESE WERE REMOVED THEN THAT WOULD EASE UP THE LOSS OF A SPACE TO THE HANGAR. PERHAPS THERE SHOULD BE A PARKING CHARGE ON THESE STREETS ON A SATURDAY AS WELL.	X DATE STREET
4	1			1		NOT GOOD FOR THE MARKET AND THE STREET. THANK YOU.	NO ADDRESS
5	1			1		I DON'T THINK IT WILL BE RELEVANT TO USE RESIDENTS YOU DON'T REALLY LOCK OUR BIKES ON OUR ESTATE BECAUSE OF VANDALS AND THIEVES. I DON'T THINK WE SHOULD HAVE TO PAY A FEE TO LOCK OUR BIKES AWAY. IF THAT'S THE CASE ONLY REALLY THE BUSINESS PEOPLE SHOULD BE CHARGED.	X WALSHAM HOUSE

6	1			1	STREET IS ALL READY NARROW. BIKE SHED WILL ADD TO LACK OF SPACE. WHAT ABOUT THE FLOWER MARKET ON A SUNDAY! NO, NO, NO TO BIKE SHED.	X DATE STREET

Response to opposed comments:

1. STREET IS ALL READY NARROW. BIKE SHED WILL ADD TO LACK OF SPACE.

Response:

The site has been assessed and vehicles are able to pass safely with the cycle hangar being installed in the proposed location.

Wooler Street

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			Brilliant suggestion, very happy the street's getting cycle storage.	X Wooler Street
2	1		1			I HAVE USED CYCLEHOOP HANGARS AT MY OLD ADDRESS (SW9) AND THINK THEY ARE FANTASTIC. HOWEVER, IT IS IMPOSSIBLE TO GET BIKE INSURANCE TO COVER BIKES STORED IN HANGARS AND THIS MAKES ME HESITATE TO USE THEM AGAIN. COULD CYCLEHOOP LOOK INTO PARTNERING WITH AN INSURANCE COMPANY?	X VILLA STREET
3	1		1			GOOD IDEA	X WOOLER STREET
4	1		1			AN EXCELLENT IDEA. MAY ENCOURAGE MORE RESIDENTS TO CYCLE, THUS REDUCING TRAFFIC CONGESTION AND AIR POLLUTION. WILL ALSO BE CONSISTENT WITH THE COUNCILS EFFORTS TO MAKE CYCLING SAFER WITH THE CYCLE LANE IMPROVEMENTS OF ELEPHANT AND CASTLE ROUNDABOUT.	X WOOLER STREET
5	1		1				X WOOLER STREET
6	1		1			I THINK IT'S A GREAT IDEA.	X WOOLER STREET
7	1		1			I THINK IT'S A GREAT IDEA. IT WILL BE GOOD TO HAVE A PLACE THAT CYCLISTS CAN LEAVE THEIR BIKES KNOWING THAT IT WILL BE SAFE AND SECURE.	X WOOLER STREET
8	1		1			AS A CAR DRIVER I AM AWARE OF HOW MUCH SPACE WE TAKE UP IN A STREET. 6 CYCLISTS WOULD BE CATERED FOR IN HALF THE SPACE I TAKE. IT IS THE BEGINNING, I HOPE, OF REBALANCING OF PUBLIC SPACE.	X WOOLER STREET
9	1		1				X WOOLER STREET

10	1		1			GREAT IDEA!	X PORTLAND STREET
11	1		1			I THINK THE CYCLE HANGARS ARE A GREAT IDEA. I DO CYCLE BUT AVOID USING MY BIKE AS IT IS DIFFICULT TO LIFT UPSTAIRS TO MY FLAT AND DON'T WANT TO LEAVE IT IN THE STREET IN CASE IT GETS STOLEN. MY HUSBAN WOULD USE IT ALSO.	X VILLA ST
12	1		1			THIS WOULD BE REALLY USEFUL AND ENCOURAGE US TO CYCLE AS WE DON'T HAVE SPACE FOR BIKES IN THE HOUSE	X WOOLER STREET
13	1		1				X WOOLER STREET
14	1		1			THIS IS A GREAT IDEA. BUT ALSO NEEDS EXPANDING AS I KNOW MANY OF THE RESIDENTS ON WOOLDER STREET DO IN FACT CYCLE.	X WOOLER STREET
15			1				X PORTLAND STREET
16	1				1	IF YOU ARE TAKING UP A PARKING SPACE YOU SHOULD REMOVE SOME OF THE DISABLED PARKING SPACES THAT ARE NO LONGER NEEDED. SPACES THAT WERE INSTALLED FOR PEOPLE WHO HAVE DIED OR MOVED AWAY.	X WOOLER STREET

17	1			1	WOOLER STREET COMPRISES ENTIRELY OF VICTORIAN PERIOD PROPERTIES THAT ARE NOT DOUBLE GLAZED AND, THEREFORE, THE NOISE GENERATED B Y PEOPLE OPENING AND CLOSING THE LID OF THE CYCLING HANGAR AND THEN CHAINING UP THEIR BIKES WOULD BE A NUISANCE TO SAY THE LEAST. WE CURRENTLY ALSO HAVE THE CAR CLUB BAY DIRECTLY OPPOSITE MY HOUSE WHICH PRODUCES EXCESS NOISE PARTICULARLY WHEN THE CAR/VAN IS BEING CLEANED WHICH HAS OCCURED SEVERAL TIMES DURING THE EARLY HOURS OF THE MORNING, WHICH I HAVE PREVIOUSLY COMPLAINED TO ZIP CAR DIRECTLY. ALSO WOOLER STREET IS A ONE WAY STREET AND THE CAR/VAN IS OFTEN PARKED THE WRONG WAY OR IN THE WRONG BAY. WE ALSO HAVE AN UNDERUSED DISABLED BAY ON THE STREET. IN SUMMARY I FEEL THAT THE NOISE PRODUCED FROM THIS PROPOSAL WOULD BE ANNOYING. FROM THE COMMUNICATION THAT THE LOCAL RESIDENTS RECEIVED I AM UNDER THE IMPRESSION THAT THE PERSON WHO REQUESTED THE CYCLE HANGAR DOES NOT RESIDE ON THIS STREET.	NO ADDRESS
18	1			1	WE PAY FOR PARKING PERMITS YEAR LOT OF MONEY ALSO THE ONE ZIP CARS TAKING UP SPACE WHICH WE PAY FOR WITH PARKING PERMIT AND THEY LOOK UNSIGHTLY. HOPE THEY ARE NOT OUTSIDE PEOPLES WINDOWS AND HOUSES. I AM SURE THIS HAS ALREADY BEEN DECIDED.	X WOOLER STREET

Response to opposed comments:

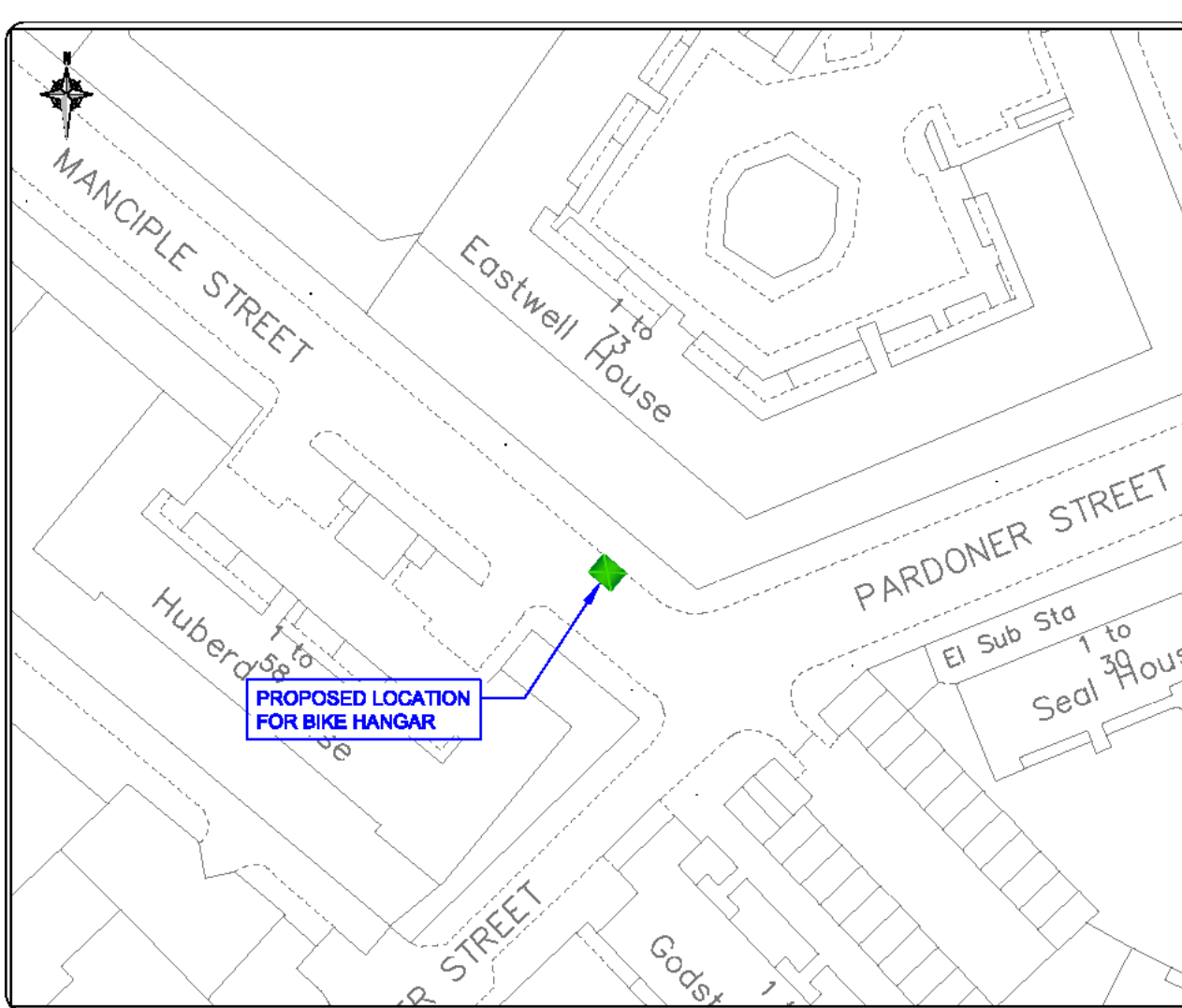
1. WOOLER STREET COMPRISES ENTIRELY OF VICTORIAN PERIOD PROPERTIES THAT ARE NOT DOUBLE GLAZED AND, THEREFORE, THE NOISE GENERATED B Y PEOPLE OPENING AND CLOSING THE LID OF THE CYCLING HANGAR AND THEN CHAINING UP THEIR BIKES WOULD BE A NUISANCE TO SAY THE LEAST.

Response:

Each cycle hangar has a pneumatic hinge which prevents the door from being slammed close and therefore reduces the noise of such events.

Cycle Hangar Locations

APPENDIX B



LEGEND / NOTES

■ **BIKE HANGAR - DIMENSIONS:**
 LENGTH 2550mm
 WIDTH 2050mm
 HEIGHT 1350mm

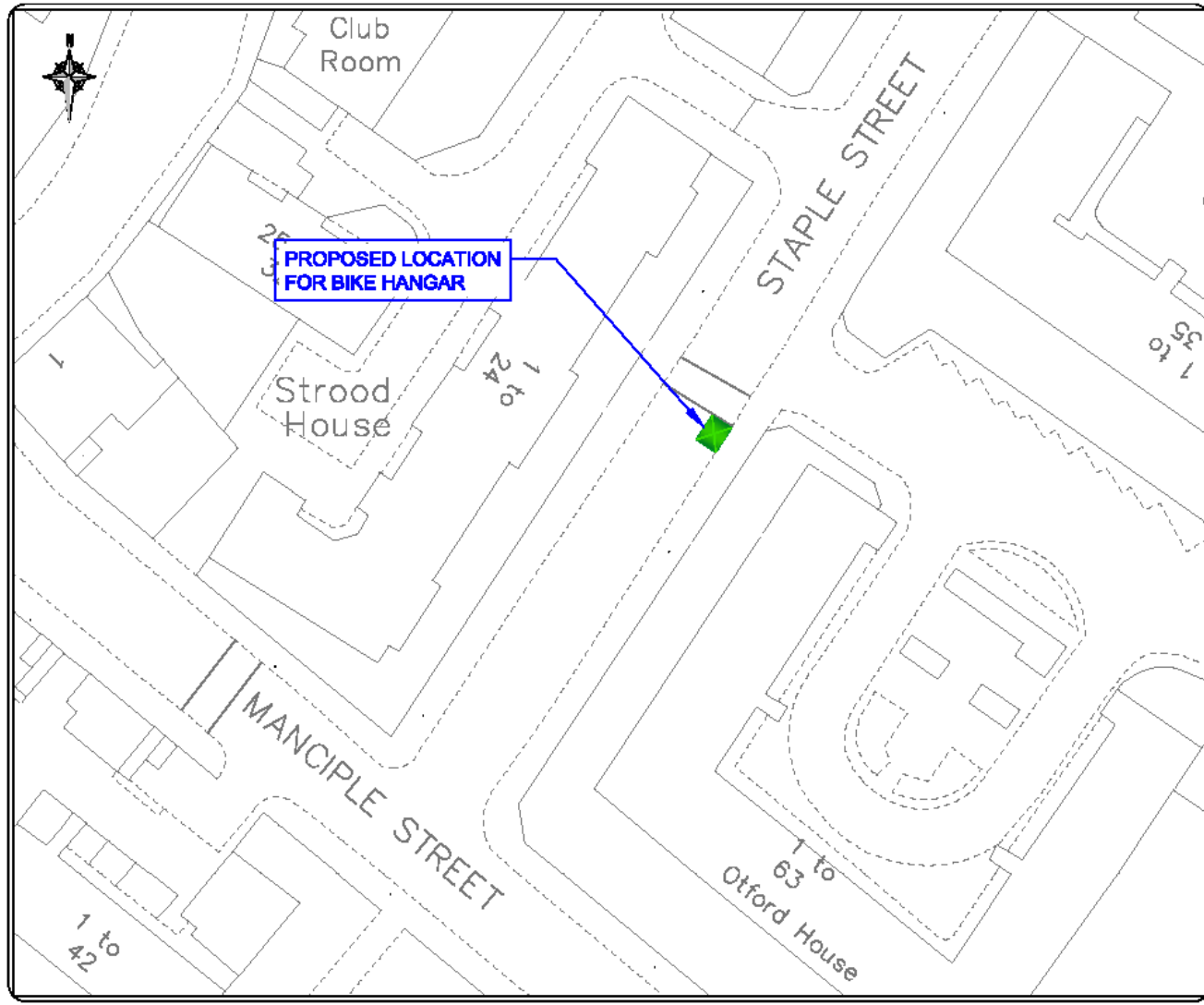
1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revised



Project		BIKE HANGARS	
Title		MANCIPLE STREET	
Author		Check	
Date	15/09/23	Issue	
Drawing No.	2318-16-BRD	Scale	A
Date	OCT 2018	File No.	02/18/2318

Plan



LEGEND / NOTES

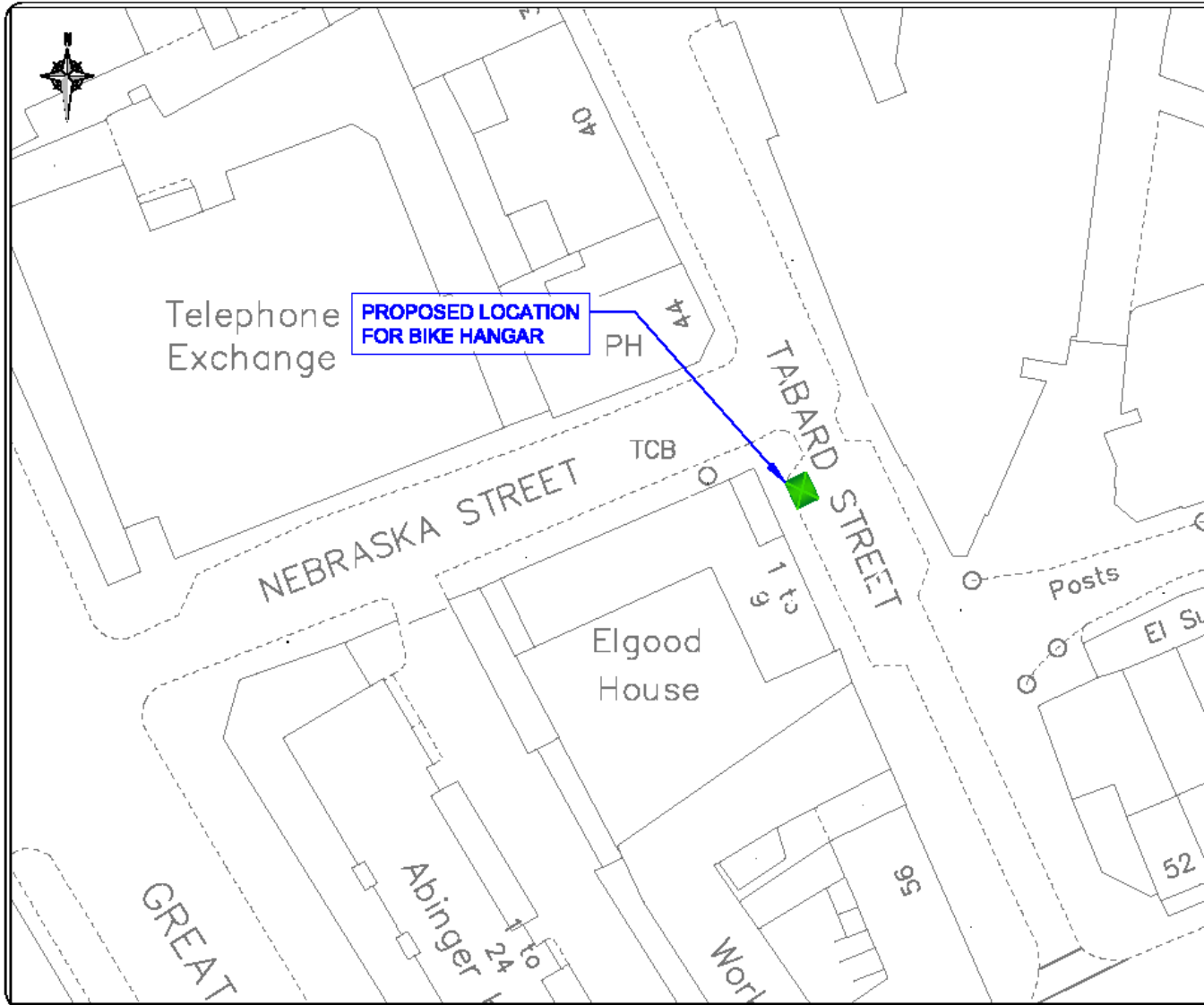
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 LENGTH 2550mm
 WIDTH 2050mm,
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1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revisions



Project		BIKE HANGAR@B	
Site		STAPLE STREET	
Version No.		Scale	
Date	1:500@A3	Author	
Drawing No.	2318-16-0807	Check	A
Issue No.	OCT 2016	Rev Issue	02/18/2016



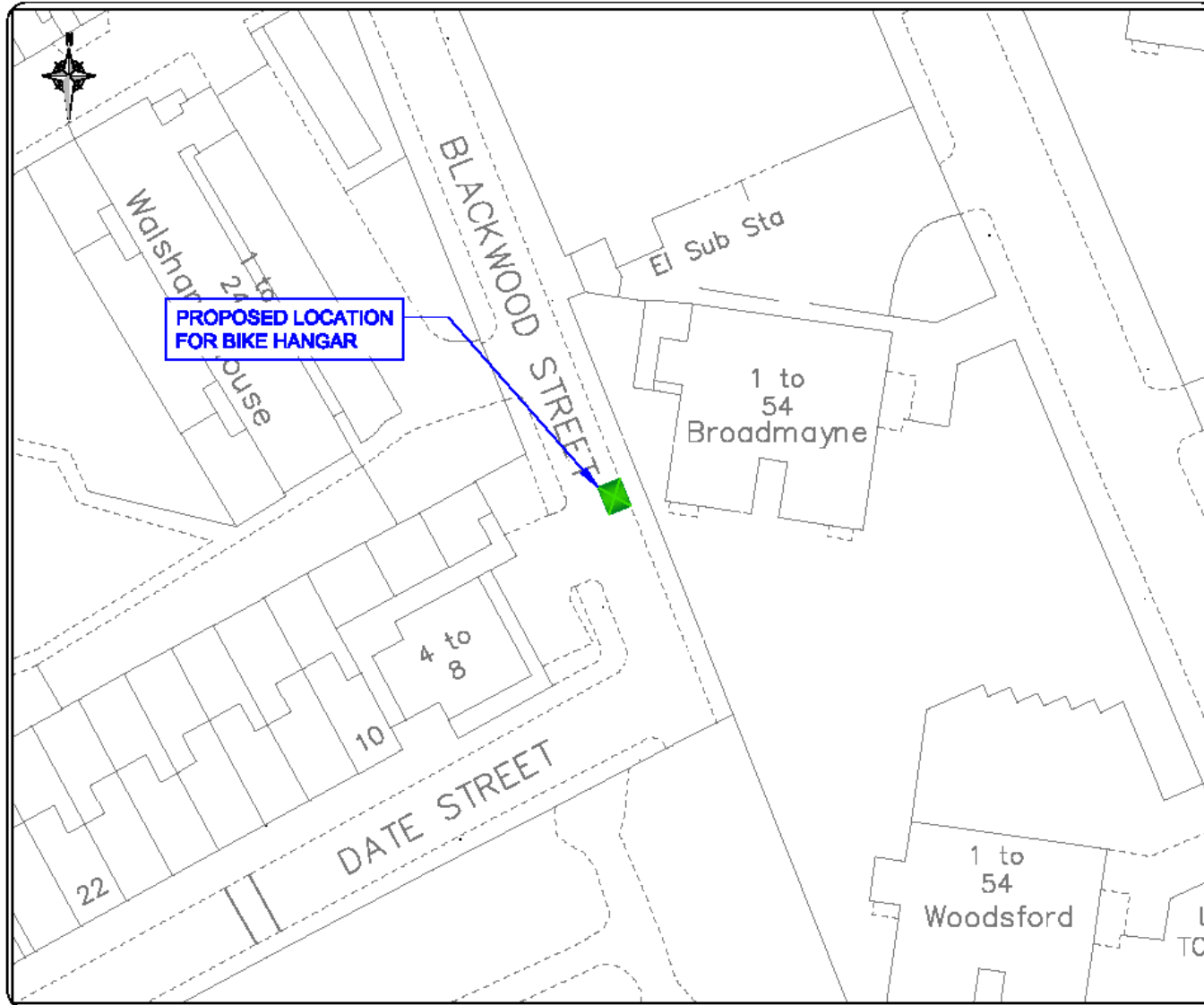
LEGEND / NOTES

- BIKE HANGAR -
DIMENSIONS:
LENGTH 2550mm
WIDTH 2050mm,
HEIGHT 1350mm
- 1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
- 2. OPENS ONTO THE PAVEMENT
- 3. IT IS LOCATED ON THE ROAD
- 4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision



Project		BIKE HANGARS	
Site		TABARD STREET	
Worksheet No.			
Scale	1:500@A3		
Drawing No.	2318-16-6R06		
Date	OCT 2016	REVISED	12/15/2016



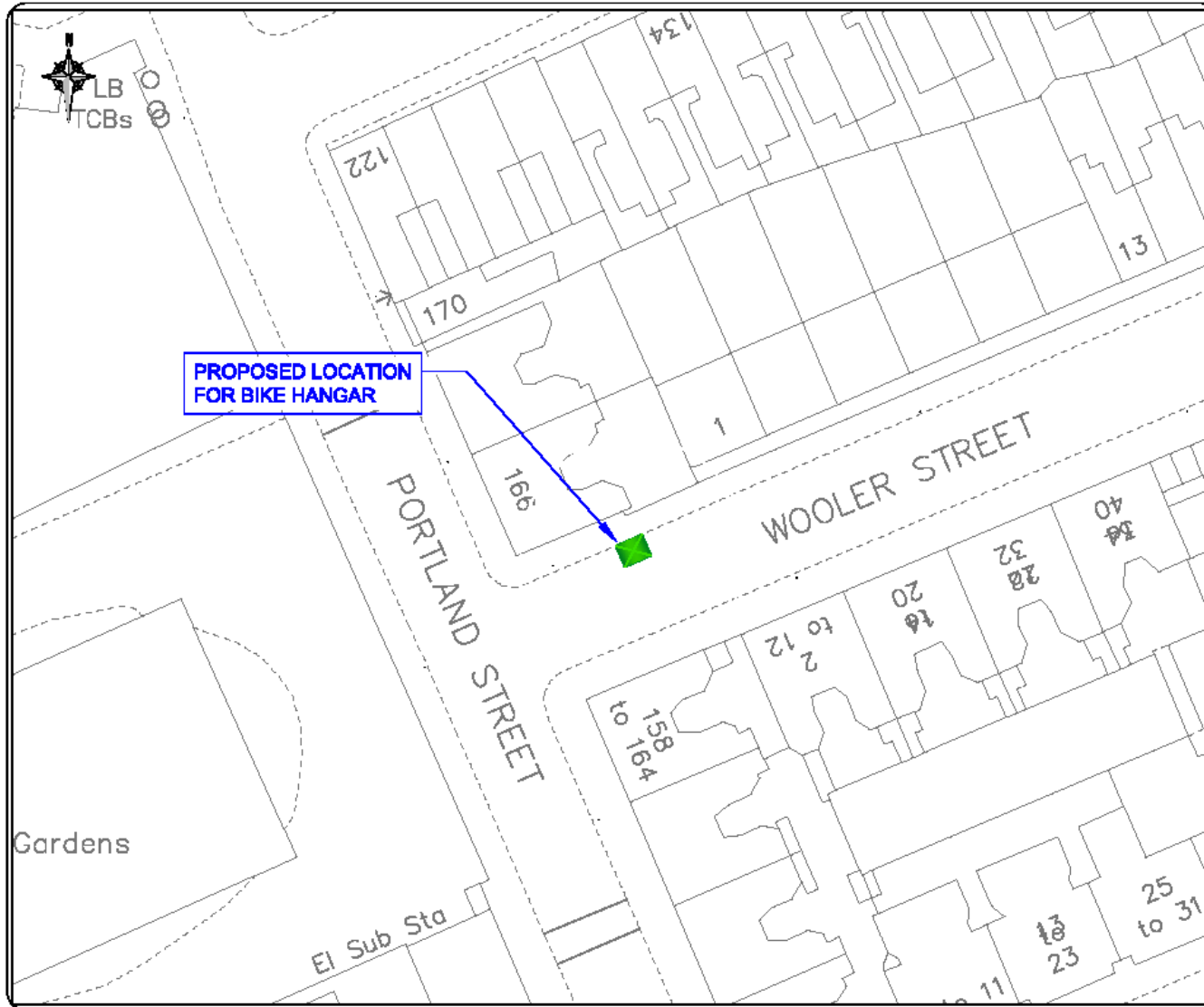
LEGEND / NOTES

- **BIKE HANGAR - DIMENSIONS:**
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm
- 1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
- 2. OPENS ONTO THE PAVEMENT
- 3. IT IS LOCATED ON THE ROAD
- 4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision



BIKE HANGAR	
BLACKWOOD STREET	
Project No.	
Scale	1:500 @ A3
Drawing No.	2016-18-0761
Date	OCT 2016



**PROPOSED LOCATION
FOR BIKE HANGAR**

LEGEND / NOTES.

 **BIKE HANGAR -
DIMENSIONS:
LENGTH 2550mm
WIDTH 2050mm,
HEIGHT 1350mm**

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision



Project		BIKE HANGARS	
Site		WOOLLER STREET	
Project No.		Scale	
Drawn	1:500@A3	Author	
Drawing No.	2318-16-OR10	Check	
File No.	OCT 2016	Proj Date	02/11/2016

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	1		
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