

Item No. 14.	Classification: Open	Date: 16 November 2013	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Webber Street and Rushworth Street Environmental Improvements	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council approve the implementation of the above scheme (subject to statutory consultation) in line with the positive public consultation outcome outlined in the attached consultation summary (Appendix A).

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 16 of the Southwark Constitution, community councils have the executive function to determine whether to implement non-strategic traffic and highway schemes.
3. The scheme in Webber Street and Rushworth Street is classified as non-strategic.
4. Full details of all results associated with the study can be found in Appendix A the 'consultation report'.
5. The Cabinet Member for Transport, Environment, and Recycling was notified of the scheme and consultations documents on the 12 July 2012.
6. It is proposed that the following measures be implemented:

a) Rushworth Street

- Proposed 11m loading bay on the western side of Rushworth Street outside community faith centre. Loading bay to be in-filled with block paving.
- Boarding the loading bay are proposed buildouts incorporating planting bed and tree pit to improve the visual amenity of the streetscape and increase street greening.

Existing vehicular crossover adjacent to loading bay location to be removed and area converted to footway.

- 'At any time' kerbside waiting controls are proposed between the loading bay and Pocock Street and on the opposite side of the road extending from Pocock Street to the mid point of no. 50 Rushworth Street.

- These measures are proposed to ensure adequate sightlines are maintained for pedestrians at the Pocock Street / Rushworth Street junction and to enhance traffic management by maintaining adequate carriageway width past the loading bay.
- To improve traffic management and road safety, further 'at any time' kerbside waiting and controls are also proposed in Rushworth Street at the junctions with Webber Street and King's Bench Street.

b) Webber Street

- Proposed buildout with planting adjacent to the existing cycle hire station to the east of Silex Street to reduce carriageway width and improve the visual amenity of the streetscape at this location.
- Proposed large pit to be located in the wide expanse of footway to the rear of the cycle hire station. Tree pit to be constructed using permeable surfacing to comply with sustainable urban drainage principles.
- Realignment of the existing tactile paving pedestrian crossing point across the junction of Silex Street to meet current specifications.
- 'At any time' waiting prohibitions proposed on the northern side of Webber Street (extending from opposite the cycle hire station to the junction of Rushworth Street) and across the existing raised table located between the hire station and Rushworth Street. The measure is proposed to improve visibility for the Rushworth Street junction and to ensure carriageway width is maintained to assist with turning movements of large vehicles at the junction of Rushworth Street.

For more detail of scheme proposals, please refer to Appendix B

KEY ISSUES FOR CONSIDERATION

7. The new Blackfriars Settlement building, a social hub and community centre for the area has recently opened on Rushworth Street. The centre manager contacted the council to discuss the requirement to install a new loading bay adjacent to the centre to allow for a mini-bus to park and pick-up / drop-off elderly and disabled users to the centre.
8. The Blackfriars Settlement is a registered charity which has been based in SE1 for 125 years and aims to deliver local community services and support. The new centre opened in September 2013 and provides a range of services including activities for young people, elderly residents, learning and development, and mental health and wellbeing.
9. The design of the new loading bay incorporates planting beds or "swales" which will provide street greening and help soakaway rainfall naturally, reducing flood risk. A final design has been developed in consultation with local residents which creates three swales on Webber and Rushworth Street, two directly in front of the new centre and one in front of Stopher House.

10. In order to compliment the proposals and ensure maximum access along the street, it is proposed to replace sections of single yellow line with at any time waiting restrictions (double yellow lines). The council has a duty to provide reasonable access for residents and providing at any time waiting restrictions will ensure the streets remain fully accessible.
11. A series of informal public consultations has been carried out. The council has written to all residents along the streets directly adjacent to the scheme. The initial proposal to amend disabled parking bays was amended after residents wrote in and asked for the bays to be retained. The council received a number of comments in support of the proposals to green the street and introduce a new loading facility for the Blackfriars Settlement.
12. Informal public consultation took place with all residents and businesses within the consultation area in July 2012 and August 2013
13. Full details of the consultation strategy, results, conclusions and recommendations can be found in Appendix A.
14. Appendix B outlines the final design elements of the proposed scheme.

Policy implications

15. 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 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

Community impact statement

16. 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.
17. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
18. 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.
19. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
20. 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.

21. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
 - Providing improved access for key services such as emergency and refuge vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

22. This report is for the purposes of consultation only and there are no resource implications associated with it.
23. It is, however, noted that this project is funded by existing section 106 capital prescribed for local streetscape improvement in the area to a total value of £120,000.

Consultation

24. Ward members were consulted prior to commencement of the study.
25. Informal public consultation was carried out in July 2012 and August 2013, as detailed above.
26. This report provides an opportunity for final approval of the scheme to proceed to the implementation stage, subject to statutory consultation.
27. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders. If there are any unresolved objections to the statutory consultation then a further report will be brought to the community council to consider and determine those objections prior to any implementation.
28. Consultation methodology and results are outlined in Appendix A which details that following two rounds consultation with key stakeholders and local residents and businesses, unanimous support was received for the scheme.

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	Webber Street and Rushworth Street Environmental Improvements – Consultation Summary
Appendix B	Final scheme design

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matt Hill, Public Realm Programme Manager	
Version	Final	
Dated	15 October 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	No	No
Director of Legal Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	6 November 2013	

Webber Street and Rushworth Street Environmental Improvements – Consultation Summary

October 2013

Two phases of consultation have taken place on an evolving set of designs to improve the environment along Webber and Rushworth Streets in 2012 and 2013.

First phase of consultation - July 2012

Following the development of the Webber and Rushworth Street neighbourhood masterplan response forms were delivered to over 150 local residents and businesses, a presentation and discussion took place during the July local TRA meeting and a drop in session was held at the Gateway Centre to provide the opportunity for the local community to give feedback on a selection of potential environmental improvement projects on Webber and Rushworth Streets.

Based on the comments made and priorities people gave the projects selected to progress include:

1. Tadworth House entrance

Residents were very keen to see improvements made to the entrance of Tadworth House in order to reduce the amount of inappropriate behaviour and treatment of the entrance to their homes. This could be achieved by realigning a gated entrance with the existing railings. While a greening or decorative element will be considered any required maintenance would also need to be agreed. This project was favoured by people both through the written responses, those attending the TRA meeting and at the drop in session.

2. Cycle Hire on Webber Street

People were very keen to see the bike hire area greened and a rain garden installed stating that these works would really change the feeling of the street and improve a bland area into a more social space. This was the highest priority site for improvement works from the written responses.

3. Rushworth St

Again many people thought that greenery would benefit the street and help slow traffic. Requests were made to widen the pavement but the budget won't stretch that far. A lot of the written responses favoured this project but comments were made about the possible impact of upcoming development at the TRA meeting. We will make sure any works are not adjacent to known development sites.

Other feedback

People would like to see more rubbish bins on the street, more trees and wildlife pockets and greenery in general and also the removal of excess street furniture. We will endeavour to address these comments within the projects we take forward.

Second phase of consultation – August 2013

Following this feedback, the council developed a detailed design which sought to include all of the comments made above. In order to provide street greening, designs were developed which provided on street planting beds or “swales” which will provide street greening and help soakaway rainfall naturally, reducing flood risk. These proposals build on the recent successful implementation of a series of swales in the streets of Walworth by the council.

In order to install the swales, the council proposed to modify the parking arrangements on street, with an initial suggestion to rationalise and re-organise 4 origin disabled parking bays on the street after an audit revealed that these were no longer required by the original applicants for the bays. The council developed a design which rationalised the disabled parking bays and installed new swale planters and a letter was sent to 282 addresses directly affected by the proposals on 13 August 2013. A number of replies were received which confirmed that whilst the original users of the disabled bays were no longer living in the area, the existing disabled bays were required by new residents.

Representations were also made from the new Blackfriars Settlement building, a social hub and community centre for the area has recently opened on Rushworth Street. The centre manager contacted the council to discuss the requirement to install a new loading bay adjacent to the centre to allow for a mini-bus to park and pick-up / drop-off elderly and disabled users to the centre. The Blackfriars Settlement is a registered charity which has been based in SE1 for 125 years and aims to deliver local community services and support. The new centre opened in September 2013 and provides a range of services including activities for young people, elderly residents, learning and development, and mental health and wellbeing.

The design was amended and re-issued in September which creates three swales on Webber and Rushworth Street, two directly in front of the new centre and one in front of Stopher House.

In order to compliment the proposals and ensure maximum access along the streets, it is proposed to replace sections of single yellow line with at any time waiting restrictions (double yellow lines). The council has a duty to provide reasonable access for residents and providing at any time waiting restrictions will ensure the streets remain fully accessible.

Please note: Improvements works to the Tadworth House entry as requested during consultation are also planned under a separate contract.

There were no objections to the final revised design.