

Item No.	Classification: Open	Date: 8 December 2017	Meeting Name: Cabinet Member for Environment and Public Realm
Report title:		Balfour Street Improvement Works	
Ward(s) or groups affected:		East Walworth	
From:		Strategic Director of Environment and Social Regeneration	

RECOMMENDATION

1. That the cabinet member for environment and the public realm approve the implementation of the Balfour Street Improvement works (Appendix 3), subject to the outcome of any necessary statutory procedures, at an estimated cost of £798,683.86.

BACKGROUND INFORMATION

2. In November 2016 informal consultation was held with residents and community groups directly affected by the proposed improvements.
3. In June 2017 further informal consultation was undertaken with residents and businesses in the area where they were asked to provide comments on what they did and/or did not like about the design, and how they would improve it.
4. This final design proposal draws upon analysis of the consultation report (Appendix 1), parking stress survey (October 2015), parking enforcement experience, good public realm and transport design practice, and financial considerations.
5. The proposal was well supported within the community. Of those who supported the proposal (including those who supported it, but with changes) the most significant number of changes that were requested related directly to: changes to the current parking zone to accommodate parking loss; general parking loss as a result of the changes; concerns of proposed cycling improvements; relocation of zebra crossing; widening the improvements into surrounding streets.
6. A total investment of £820,951.38 has been allocated towards this project, made up of the following contributions:
 - a) £252,301.86 - S106 funding (*subject to the decision of planning committee scheduled for 18 December 2017*)
 - b) £250,000 – S106 funding (12/AP/2797)
 - c) £168,649.52 – S106 Funding (15/AP/0747)
 - d) £150,000 - Parks capital funding
7. A total of £22,267.52 has been spent within the 16/17 financial year, leaving a

remaining investment of £798,683.86.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

8. Informal public consultation took place with all residents and businesses within the Balfour Street (SE17) consultation boundary area from 26 June 2017 to 24 July 2017. Further details of the consultation process can be found in the consultation report (Appendix 1). A total of 787 properties were invited to submit comments on the proposal.
9. The public consultation yielded 46 returned questionnaires from within the consultation area, representing a 6% response rate. The headline findings from the analysis are detailed in Figure 1.

Response rate	Do you support the proposals?		
	Yes	Yes – with changes	No
6%	39%	48%	13%

Figure 1

10. Respondents were asked what elements of the design they liked or disliked.

The top 5 results and number of responses were as follows:

Elements they *liked*

Wider footways / pedestrian friendly
Greener street / additional tree planting
Proposed traffic Calming / speed reduction measures
Quality / general feel of the improvements to the street
Reduction in car parking

Elements they *disliked*

General loss of car parking
Impact of parking loss of Henshaw Street
Changes to current CPZ – make a new CPZ 24hr / 7 days
General improvements to cycling
Contraflow cycle lane

11. Further detail relating to the consultation analysis and responses can be found in the consultation report (Appendix 1).

Design changes based on consultation responses

12. Officers have reviewed the consultation responses and discussed the outcomes with ward councillors. Regarding the issue of parking loss, reducing the number of parking bays is fundamental to the integrity of the overall scheme as this gives the space to provide public realm, greening, and speed reduction features. Officers believe there is sufficient spare on-street capacity in the immediate environs to accommodate the parking loss.

13. Comments regarding the proposed cycling infrastructure were received by both residents and Southwark Cyclists. Some comments raised particular concern that the proposed cycling infrastructure will be unsafe for cyclists. We have assessed these comments, in conjunction with a Road Safety Audit, and concluded what is being proposed will provide a safer place for cyclists. The cycling infrastructure proposed is fundamental to the overall design objectives for Balfour Street and align with the objectives of the Southwark Cycle Strategy.
14. The initial consultation layout is shown in Appendix 2 and the final outline design is shown in Appendix 3. The changes to the initial design are outlined as follows:
 - a) Widen the footway on the eastern side of Balfour Street, between Henshaw Street and Chatham Street.
 - b) Amending the design for the park, at the corner of Balfour Street and Rodney Road, to reduce the number of seats, reduce the potential impact on the existing trees and compliment the proposed development on the Salisbury Park Estate.
 - c) Inclusion of 2 standard street bins on the western side of Balfour Street.
 - d) Improvements to the triangle area on the corner of Victory Place and Balfour Street.
 - e) Inclusion of a single electric vehicle charging point on Balfour Street.

Proposals for consideration

15. In view of the overall consultation response, the following recommendation has been made:
 - a) Approve the implementation of the amended outline design plan for public realm upgrade works to Balfour Street, subject to the outcome of any necessary 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 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

Policy 6.1 – Make our streets more accessible for pedestrians

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.
18. There is a risk, due to the removal of car parking bays on Balfour Street, that surrounding streets will see an increase in parking demand due to natural displacement. Parking stress surveys conducted in October 2015 indicates there is sufficient capacity on neighbouring streets to accommodate any increase.

19. 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.
20. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any particular community group.
21. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
 - Improving road safety, in particular for vulnerable road users, on the public highway.
22. The council believes the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway.

Resource implications

23. The capital cost of works is approximately £798,683.86, which includes all construction, design and project management costs. This expenditure will be contained within a combination of S106 and Parks capital funding as noted in paragraph 6.

Consultation

24. A consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 8 to 14 of this report.
25. A consultation summary report was presented to East Walworth ward councillors for comment. No comments were received.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

26. The cabinet member for environment and the public realm is being asked to approve the implementation of improvement works to Balfour Street which runs north from Rodney Road to the Old Kent Road
27. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves a statutory consultation. The report acknowledges that if any objections to the consultation cannot be informally resolved, then consideration of those objections and a decision on whether to proceed with that part of the scheme will be subject to a further report to the cabinet member for environment and the public realm.
28. The report at paragraph 24 refers to the consultation which has taken place. The

next stage in the procedure for implementing a traffic management order is for a statutory consultation now to take place. If any objections to this consultation cannot be resolved then responsibility for determining the objections lies with the cabinet member for environment and the public realm.

29. The Equality Act 2010 introduced the public sector equality duty, which requires the council, in the exercise of its functions to: (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. The report takes these considerations into account and at paragraph 20 refers to the proposed works improving road safety on the public highway and in particular for vulnerable road users.
30. The council's constitution gives the cabinet member for environment and the public realm the responsibility for (amongst other things) roads traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new traffic improvement project falls to the individual cabinet member and it is therefore appropriate for the cabinet member for the environment and the public realm to determine the recommendation set out in paragraphs 1 above.

Strategic Director of Finance and Governance

31. The report is requesting the cabinet member for environment and public realm to approve the implementation of the Balfour Street works as reflected in the report and detailed in the appendix.
32. The strategic director of finance and governance notes that the costs of the proposed scheme will be contained within the approved funding as reflected in paragraphs 6 and 23.
33. Staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Redshaw 020 7525 2665

APPENDICES

No.	Title
Appendix 1	Consultation report and appendices
Appendix 2	Outline Design consultation drawing
Appendix 3	Final Outline Design drawing

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways		
Report Author	Alexander Rozema, Principal Project Manager		
Version	Final		
Dated	7 December 2017		
Key Decision?	Yes		
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		Yes	Yes
Date final report sent to Constitutional Team			7 December 2017