



# Balfour Street Summary Report

## Public Realm Improvement Works – Summary Report

September 2017 (R1)

# Introduction

This report has been produced by the London Borough of Southwark Highways team to provide a summary of the consultation exercise for the proposed Public Realm Improvement Works in Balfour Street.

Balfour Street is located in the East Walworth Ward.

The Council is committed to making Southwark's street safer and more accessible to all and the proposals for the road fulfil this commitment. The proposed measures enhance the environment for vulnerable road users and improve pedestrian safety by reducing traffic speeds and crossing distances and creating public space that is pedestrian friendly and inviting.

The following measures were consulted upon to improve pedestrian and cyclist safety and accessibility in Spa Road (the extent of which is attached in Appendix A):

- Resurface the footway in high quality paving
- Provide new trees
- Improve conditions for existing street trees
- Install traffic calming measures on Balfour Street at its junctions with John Maurice Close, Henshaw Street, Chatham Street
- Transform the junction with Balfour Street and Rodney Road to reduce vehicle speeds, shorten pedestrian crossing distances and improve road safety for all users
- Install indented parking bays to provide more protection for parked vehicles
- Enhance street lighting
- Widen the footways to improve accessibility for all users. Widening of the footway results in net reduction of 27 resident parking bays. These are underused & there is sufficient spare capacity on surrounding roads for residents and visitors to park

Public Consultation on these proposals took place from early 26 June 2017 through to 24 July 2017. All residents and businesses within the consultation area were asked whether they support, support with changes or are opposed to the proposed public realm improvement works.

## Consultation Process

The views of the local community were sought as part of this consultation exercise. Active community participation was encouraged through the use of postcards sent via Royal Mail.

A simple consultation package and questionnaire (examples of which are attached in Appendix A and, B) were available at a drop-in session. Copies of the consultation documents were also available directly from the officer managing the consultation process.

The consultation documents at a drop-in session included an A1 size colour consultation plan and an A4 questionnaire / comment form that could be emailed back to the Highways team or hand delivered to the managing officer at the drop-in session.

Consultees were also advised to respond to the consultation via the online consultation portal.

The postcards were delivered to a geographical area which was pre-agreed with Walworth Ward Councillors. The area was bounded by Rodney Road to the west and south, Searles Road to the east, and New Kent Road to the north (map showing the consultation boundary is attached in Appendix D).

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was drawn using the Council's Smart2 mapping system and database.

The consultation fliers were delivered by Royal Mail to 787 addresses. They were delivered by 2<sup>nd</sup> class post on the 26<sup>th</sup> June 2017 with a deadline of the 24<sup>th</sup> July 2017. No postcards were returned to Southwark offices due to the addresses no longer being occupied.

The consultation was also available online via the consultation portal. The portal included the following PDF downloads:

- Balfour Street – Consultation Boundary
- Balfour Street draft improvement plan
- The online questionnaire
- A direct phone number and email address to the Highways project manager was made available to those wishing to make enquires via those methods to do so. Emails were received by 11 residents within the consultation boundary.

Respondents were able to give their views either by completing and returning the 'hard copy' of the questionnaire obtained during drop-in session or by completing the questionnaire online.

Public access to the online form was removed at the end of the consultation period. Receipt of postal returns was accepted until 31<sup>st</sup> July 2017.

During the consultation, a drop-in session, staffed by council's officers, was held at the Balfour Street Housing Project, 67 Balfour Street on Thursday, 6<sup>th</sup> July 2017 between 6pm and 8 pm.

The session was attended by a small number of people all providing valuable feedback and comments.

# Summary of Consultation Results

## Consultation Returns and Response Rate

The consultation closed on 24<sup>th</sup> July 2017. Public access to the online portal was removed at midnight on this date. Questionnaires submitted by post were accepted up until 31<sup>st</sup> July 2017.

A total of 56 responses were received during the consultation period. This represented a 7% response rate.

Table 1 below demonstrates the responses received to question Q1 from all respondents:

Response rate	Do you support or oppose public realm proposals in Spa Road		
	Fully support	Partially Support	Do not support
55 out of 787	22	27	7
7%	39%	48%	13%

Table 1 - Analysis of Every Consultation Returned

Officers have then verified the data and that not all responses received were from an address within the project area. The total of 55 responses represents 7% response rate.

Table 2 below summarises the consultation returns:

Description	Result
Number of properties consulted	787
Number of all responses	55 (55 residents, with 2 claiming to also be business)
Number of duplicate responses	1
Number of responses received from outside the consultation boundary	10 (1 was from a local community group and was therefore included within the analysis)
Number of responses included in the analysis	46
Response Rate	6%

Table 2: Summary of consultation returns

## Questionnaire Analysis

The questionnaire contained space for comments and the first questions had an associated tick box option

:

- Q1. Yes, I fully support the proposals  
 Yes, I partially support the proposals  
 No, I do not Support the proposals

Q2. What do you like about the design?

Q3. What don't you like about the design?

Forty six of questionnaires returned during the consultation period were from local residents, and none from a business.

The following table demonstrates the responses received to question Q1 (responses from addresses within the project area):

Response rate	Do you support or oppose public realm proposals in Spa Road		
	Fully support	Partially Support	Do not support
46 out of 787	17	23	6
6%	39%	48%	13%

Table 3: Returned questionnaire results for question Q1

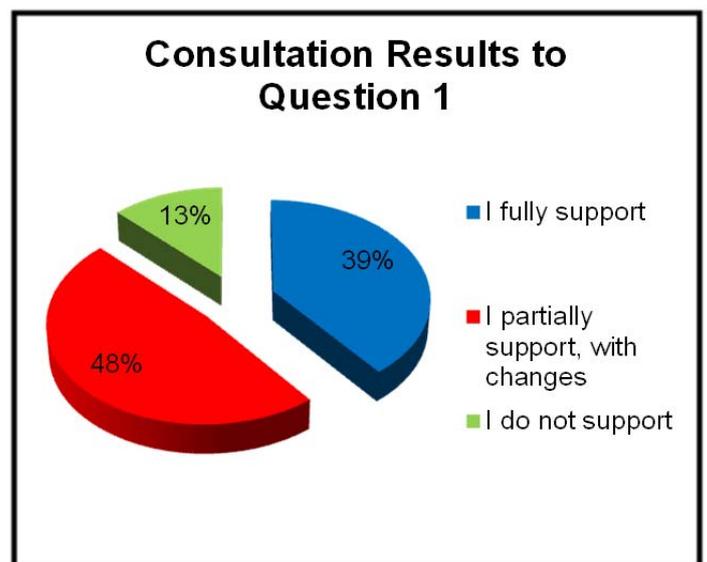


Figure 1 - Consultation Results to question Q1

The table and a graph above indicate 85% 'fully support' / 'partially support' changes for the improvement works in Balfour Street.

Consultees were also asked how they travel in this area. The options they were given were: Walking; Car; Mobility scooter/wheelchair; Cycling; Walking with child's buggy; Motorcycle/moped; and, public transport. Consultees were able to select more than one option.

The following table demonstrates the responses we received from those who responded (responses from addresses within the project area):

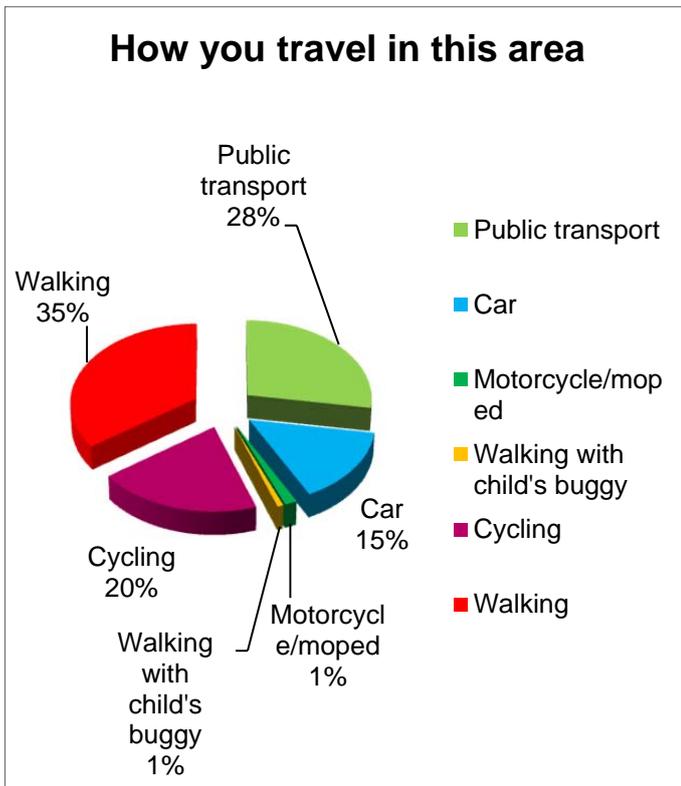


Figure 2 - Consultation Results to how people travel through this area

### Level of Consensus

The following level of agreement has been achieved in relation to the questions contained within the consultation document:

- Fully support – 39% consultees support the proposals
- Partially support, with changes – 48% consultees oppose the proposals
- Do not support – 13% consultees did not support the proposals

### Respondents' Comments

The questionnaire and an e-from on the consultation website also invited consultees to provide any additional comments they may have on the proposals (Q2, Q3 and Q4). Out of 46 consultees within the project area who responded to the consultation, 41 (95%) provided comments and or suggestions on the proposals.

These are reproduced in the Table 3 overleaf with officer's responses.

# Footways

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>• I like the widening of the pavements.</li> <li>• Widening the footways</li> <li>• Good quality paving materials.</li> <li>• I like the wider pavements giving a spacious feeling. The reduction in car parking helps keep the streetscape open.</li> <li>• I like the traffic calming measures and improved paving on footpaths and think the relocation of the zebra crossing is appropriate and moves pedestrian traffic away from crossing a smaller road that is pretty busy when walking to East Street.</li> <li>• More pavements</li> <li>• Finishing of the paving and installing raised tables.</li> <li>• It makes the crossing and junction on to Rodney Road much more pedestrian friendly and safer.</li> <li>• It makes the road a lot friendlier to pedestrians by making the pavements wider and building raised crossing at junctions which means pedestrians of all abilities can cross easily.</li> <li>• I like the re-surfacing of the pavements.</li> <li>• Balfour Street pavements are in dire need of refurbishment.</li> <li>• New road and pavement surfaces.</li> </ul>	<ul style="list-style-type: none"> <li>• We feel that the pavements could have been widening further as the road does not have to be so wide if it is to carry local traffic only.</li> <li>• Reduces pedestrian access on pavements which are currently available.</li> <li>• Henshaw Street suffers from excessively narrow pavements and a lack of landscaping and traffic calming.</li> <li>• I would rather see Stead &amp; Wadding Streets realigned so they face Balfour Street (with a pedestrian island in between them then growing into pavement) and a very tight mini-roundabout.</li> <li>• The widening of the east side of Balfour Street where it is being addressed is welcome but seems insufficient, in that the circulation space is no wider even if the overall space including greening is...</li> <li>• The pavement on Trafalgar place side of road is already 3.6 meters and does not need widening.</li> </ul> <p>Potentially access from Rodney Road into Balfour Road may be a little restricted.. Reduces pedestrian access on pavements which are currently available The new paving excludes No.s 67-83 Balfour St - who in terms of percentage of residents make up 40% of the east side? You even held the consultation in their community hall!</p>	<ul style="list-style-type: none"> <li>• The road carriageway has been reduced to ensure delivery vehicles can navigate Balfour Street safely whilst ensuring maximum space to made available to pedestrians.</li> <li>• Based on comments received the revised design now accommodates a slightly wider path on the eastern side of Balfour Street and the western side has been reduced to accommodate for this (between Henshaw Street and Chatham Street).</li> <li>• The junction with Rodney Road and Balfour Street has been designed to slow down vehicle traffic entering and exiting Balfour Street. Coupled with the raised crossings and pavement materials, this will ensure the safety of pedestrians and cyclists is enhanced.</li> </ul>

## Footways cont....

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>• Wider walkways.</li> <li>• Widening footways</li> <li>• Raising Walkways.</li> </ul>	<ul style="list-style-type: none"> <li>• One important note to make again is that the addition of a bench/seat near the junction with Victory Place on the west side is an absolute no! Illiterate in itself; blocking the new pavement, it's a magnet for anti-social behaviour and is wholly unnecessary given the existing and remaining bench seat on the other corner. Remove this immediately and please don't let someone accidentally dump it back down on a new drawing. I say this because the current drawing is littered with errors which are hard not to receive as further contemptuous indifferent towards real living people and our lives. After years of this I make no apology for having to mention it again now.</li> </ul>	

# Trees and Planting

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>• I very much like how it makes local roads friendlier to pedestrians and makes it greener.</li> <li>• I like the additional trees and planting.</li> <li>• Provision of new trees.</li> <li>• Raised planters and additional trees and seating.</li> <li>• The greening of the area with significant and overt planting a greening, the creation of shade and shelter and significant amounts of seating which is exemplary.</li> <li>• I also like the incorporation of green spaces.</li> <li>• Greenery</li> <li>• More trees.</li> <li>• Additional green spaces and trees</li> <li>• Planting</li> <li>• The increase in greening is to be commended, especially as the centre section of Balfour Street is an integral part of the now well established East Walworth Green Link</li> <li>• Increased greening</li> <li>• I like the increased green and planted areas</li> <li>• I like how it gives more space to pedestrians and includes planting more trees.</li> <li>• More trees</li> <li>• Extra trees</li> <li>• More trees</li> <li>• Increase in green infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• I think that there should be additional tree planting along Balfour Street between Chatham Street and John Maurice Close.</li> <li>• The trees which were part of the planning application for Trafalgar Place, part of long intensive very detailed exchanges, campaigning, step by step argumentation and a deal that allowed for the garbage to be dumped on us and so were in the red lean of approved plans are not being delivered.</li> <li>• While more tree planting is lovely I am concerned that trees may be planted directly outside the buildings facing on to the road e.g 85, 87 , 89 Balfour Street. This will block precious light for those on the ground floor.</li> <li>• I'm concerned that any specimens of shrubs or especially trees planned for that planting scheme should be agreed with us first? We have some suggestions to make for small tree species. We do not want to repeat past mistakes further up the street where large trees too close to houses now have to be pollarded regularly. We also need good sightlines for our own safety when returning home late and accessing to front door we all share.</li> <li>• New planting area at the realigned junction with John Maurice Close and Victory Place.</li> </ul>	<ul style="list-style-type: none"> <li>• We have ensured the maximum number of trees have been allowed for within Balfour Street. Unfortunately there are a number of services underground that have limited the number of trees we were able to locate along the street. Where we have not been able to located trees we have provided space for low planting, which will aid in the greening of the street.</li> <li>• The species type for both the trees and low planting will be finalised after further consultation with local community groups, to ensure the most appropriate species for Balfour Street are planted.</li> </ul>

# Cycling

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>The creation of large amounts of cycle parking is very welcome. Most positive is the creation of an environment which is fitting for a local centre that local people can get to and get around on foot and by bicycle easily.</li> <li>The introduction of a contra flow cycle lane and making Balfour road one way.</li> <li>Better access for pedestrians and cyclists. Fewer parking spaces (cleaner air for the residents). Quality materials being used.</li> <li>Safer for pedestrians and cyclists.</li> <li>Balfour Street is currently a very poor design with conflicts between poorly-painted cycle lanes, pedestrians and rat-running cars. It is also a street where Lend Lease have promised new street trees and these need space.</li> <li>Increase in cycle parking availability - these could be placed though nearer the edge of the bulge in the road by Balfour Street and Munton Road.</li> </ul>	<ul style="list-style-type: none"> <li>In addition the scheme should include cycle storage to support cycling.</li> <li>These need to have segregated cycle lanes (there is space) and the safety of the junction with heygate needs to be improved. I also hope we will continue to see access reduced to motor vehicles to and from New Kent Road.</li> <li>Given the cycle path at the other end of Paragon Way/Rodney Road, we already have problems with cyclists using this as a cut through, when it is a pedestrian area.</li> <li>The removal of the bus stop just before the existing zebra crossing on Rodney Rd would be nice as there is already one so close less than 100 meters at Salisbury Park. Not sure why there are two stops so close for the same service. It's a favourite place to regulate their service which isn't great for the air quality.</li> <li>The cycle way is too short - it would only make sense if the entire Balfour Street would be refurbished with a cycle way.</li> <li>Cyclists still being allowed down the one way street stretch of Balfour Street.</li> <li>Bad for cycling, poor design quality:</li> <li>- arrangement at Rodney Road, making crossing it harder for cycles as well as those turning right off it</li> </ul>	<ul style="list-style-type: none"> <li>One of the main safety issues for cyclists along Balfour Street is the speed in which vehicles travel. Reducing the width of the road, introducing raised platforms at all junctions will all contribute to reducing speeds.</li> <li>The section of road Balfour Street between John Maurice Close and Munton Road has been widened to accommodate more room for cyclists traveling in the opposite direction to motor vehicles. This ensures better segregation is achieved and simplifies the current arrangement to ensuring better sightlines for all road users. Due to the width of the road through this section, in the interest of safety, it was necessary to provide a designated cycle lane. The proposed road with along Balfour Street sufficient for accommodate for cyclists without the need for a designated cycle lane.</li> <li>We are able to provide 16 bicycle racks (holding up to 32 bicycles) and 1 cycle hanger (providing safe and dry storage space for up to 6 bicycles). This brings the total number of bicycle parking spaces to 38 along Balfour Street. If there is evidence of greater demand for bicycle parking than what is being provide we will investigate the potential to provide more spaces at that time.</li> </ul>

# Cycling Cont...

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• I am a cyclist but looking at the cycling contra-flow systems it seems you have priorities cyclists over pedestrians which I don't think is fair.</li> <li>• I also believe there is currently insufficient secure cycle storage in the scheme.</li> <li>• In addition the scheme should include cycle storage to support cycling.</li> <li>• Potentially access from Rodney Road into Balfour Road may be a little restricted.</li> <li>• It wasn't clear what provision there'd be for Rodney place and Rodney road which are key parts of the quietway 7 route. These need to have segregated cycle lanes (there is space) and the safety of the junction with Heygate needs to be improved. I also hope we will continue to see access reduced to motor vehicles to and from new Kent Road.(either coming from New Kent Road or travelling north on Balfour Street.</li> <li>• Build- out forcing contraflow cycles into path of motor vehicles</li> <li>• Although it forms part of the proposed Southwark Spine cycle route immediately south of Old Kent Road, there is no mention of that in the consultation, which is concerning. Although implementation of this route is delayed, in the interim any scheme on the route should be designed to provide a high Cycling Level of Service for very high cycle flows, in accordance with the London Cycling Design Standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Southwark have been in discussions with TfL with regard the Southwark Spine route, with particular regard to providing a safe connection over New Kent Road, between Harper Road (Q7) and Balfour Street, to connect to the southern area of the Spine. Due to the complexities in providing a safe connection across New Kent Road it has been determined that rerouting the Spine is the best solution in the short term. The Spine will now be rerouted through Rodney Place, to Rodney Road, and connect with Falmouth Road (Q7) to the north. As a result Balfour Street will not currently be promoted as a designated cycle route. Based on this the current design has been determined to appropriately cater to low cycle flows. Should the Spine be redirected through Balfour Street a review will be undertaken to ensure there are adequate cycling facilities in place to accommodate an increase in cycle flows.</li> </ul>

# Cycling Cont...

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• I think that the improvements should do more for cyclists at the junction of Munton Road and Balfour Street. Presently when travelling eastwards along Munton Road cycles have to navigate two awkward cycle lanes that go on the pavement and have a give way to cars entering and exiting Edison House. Instead the pavement should be made narrower and the cycle lane placed in line with the road. It would also be good to investigate a smoother turn for bicycles from Munton Road into Balfour Street as presently the angle is quite awkward for checking for oncoming vehicles (either coming from New Kent Road or travelling north on Balfour Street).</li> <li>• Furthermore, the segregated cycle lane along Balfour Street west (where it is only northbound one-way for motor vehicles) should be separated from the pavement as well as the road. At the moment the cycle-junction where Balfour Street crosses John Maurice close is a bit of a joke as people always walk on it and it's raised from the surface of the road - if the cycle path is simply an addition to the pavement in the redevelopment then people will just walk on it. Simply painting a white cycle onto a path is also not good enough to demarcate it.</li> <li>• I'm still unsure of the detail and possible implications of certain features. I agree with the cycling contra-flow system that we've had for many years, but do not want the carriageway to become yet another cycling priority route. As I understand council proposals, Rodney Place and also Brandon St will have cycle-ways. Three neighbouring parallel thoroughfares all prioritising cyclists over pedestrians is unfair to pedestrians. Balfour Street is heavily used by pedestrians - school children often with their parents, accessing schools and public transport in both directions, park users, local residents from surrounding streets accessing public transport, shopping areas and East street market and so on</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

# Parking and Street Design

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>• There is junction of Orb St, Balfour St and Rodney Rd is an increasingly important location with the large numbers of new homes and residents in the area, the new cafe/restaurant at the foot of the Lend lease development, the new homes on the Salisbury Estate car park, the reopening of the Rose &amp; Crown PH and the redevelopment of the shopping parade again with homes above. This appears to be an excellent scheme which makes it easier for people to cross the road, reduces the impact of vehicles and reduces vehicle speeds at this key location.</li> <li>• I am very pleased to see that there are traffic calming measures</li> <li>• The regeneration of Balfour Street will complete the East Walworth Green Link (EWGL) between Chatham Street and Victory Community Park. This is the last link that needs to be achieved so is very important to the EWGL team. When Elephant Park is complete there would then be a continuous walking/cycling route between Elephant and Castle and Burgess Park, an aim of ours for the last 15 years. The calming of the junction with Rodney Road will also promote the EWGL to Nursery Row Park and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially access from Rodney Road into Balfour Road may be a little restricted.</li> <li>• Perhaps a few more street trees on Blafour St would be welcome.</li> <li>• Balfour Place has rounded kerbs at its junction with Rodney Road. Straighter junctions with 90 degree approaches reduce speeds considerably and encourage cars to stop and look rather than slide out into the traffic. The aim is to slow speeds so rounding the junction seems rather old-fashioned and counterproductive.</li> <li>• No provision for public rubbish bins. Concerned with future maintenance of the newly constructed landscaping features.</li> <li>• Understand there's possible impact on parking in Henshaw Chatham Streets</li> <li>• We would like to see the triangle of concrete at the corner of Victory Community Park brought into the greening of the park so the corner is much more pleasant to look at</li> <li>• Balfour street opposite park is not being resurfaced</li> <li>• I have concerns about the parking given the new flats in Chatham 58</li> <li>• Parking in neighbouring streets ( Henshaw street becomes a free- for all)</li> <li>• I scheme does nothing to improve the unsightly bins which are located on the corner of Balfour and Henshaw Street. These are an eye sore and should be removed from this location. There is not enough parking spots to remove 27 bays.</li> </ul>	<ul style="list-style-type: none"> <li>• The amended design has allowed for the inclusion of rubbish bins along the street.</li> <li>• Comments relating to amending the existing Controlled parking Zone (CPZ) have been logged. Any amendments made to the current CPZ will be considered as part of Councils annual review of CPZ's.</li> <li>• The triangle area adjacent to Victory Community Park will be temporarily improved as part of this project. Further improvements will be made as part of any future upgrade of Victory Community Park.</li> <li>• With the purpose of the project to increase the safety of pedestrians and cyclists, and introduce more trees and planting into the street a review of parking within the project area and surrounding streets included parking stress surveys and a review of parking permit applications and approvals in previous years, to support these outcomes. This review indicated that there is sufficient capacity on surrounding streets and that parking permit numbers have not increased substantially (an increase of 2 in the last 12 months). Whilst it is recognised some parking will be pushed over into Henshaw Street it has been seen as necessary in order to support the overall outcome of improving safety and introduce tress and planting in to the street.</li> </ul>

## Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	Notes
<ul style="list-style-type: none"> <li>• I think the reduction in on-street parking is proportionate and helpful to improve the streetscape for residents, most of whom do not own cars.</li> <li>• General improvements</li> <li>• Might make the street look better visually.</li> <li>• Raising Walkways</li> <li>• I think the reduction in on-street parking is proportionate and helpful to improve the streetscape for residents, most of whom do not own cars.</li> </ul>	<ul style="list-style-type: none"> <li>• The sharp curve south of Victory Place would encourage drivers to cut the corner into the path of people cycling.</li> <li>• This would slow drivers further while giving priority to right turning cycles. It would also help create the feel of a public square. In the medium term I would like to see 7am-7pm bus &amp; cycle filter at pinch point between Rodney &amp; Flint Streets.</li> <li>• There is not enough parking spots to remove 27 bays.</li> <li>• I am NOT supportive at all of removing 27 parking bays. On weekends when the church is in session, parking is already very limited. On one weekend we could not get a park in any street that matched our car parking permit and so we were forced to park a number of streets away and then go late on a Sunday night to move our car to our street so that we did not get a parking fine. We bought in Henshaw Street as we wanted to be able to park outside our property and we are NOT supportive of changing that.</li> <li>• Reduction of parking for residents</li> <li>• Real problem with parking. Henshaw Street already suffers from a large number of cars at certain times (notably on Sundays when the Church on Chatham Street is in operation. I object strongly to the removal of this parking space from Balfour Street, unless a measure is brought in to stop spill over to Henshaw Street. If the above is proposed I'd be satisfied. Currently Henshaw Street (in the M1 Zone) has controlled parking Mon - Fri at peak times. If this were extended to include Sat and Sun I'd be happy with these proposals for Balfour Street</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed junction with John Maurice Close and Balfour Street has been purposefully designed to slow down vehicles to a more appropriate travel speed by tightening this corner, changing the road material and raising the junction. Should vehicles cut the corner of this junction it is likely that speeds will be low enough not to pose a risk to on-coming cyclists. With the introduction of a raised table at the junction with Chatham Street, this will aid in the reduction of traffic through Balfour Street, further reducing this risk.</li> <li>• The junction with Rodney Road has been design to ensure speeds into Balfour Street are reduction significantly whilst ensuring vehicle movements along Rodney Road are not inhibited unnecessarily. The relocation of the pedestrian crossing is supported by the reduced number of crossings pedestrians need to make in order to access Nursery Row Park, enhancing the link to Victory Community Park. The existing bus stops have been retained and the existing location is not seen as a inhibiting factor in the susses of this project.</li> </ul>

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	Notes
	<ul style="list-style-type: none"> <li>• Reduction of car parking spaces to 14. The pavement on Trafalgar place side of road is already 3.6 meters and does not need widening. Sawsbury place development will have further impact on parking, so reduction of space will only have a negative impact.</li> <li>• Removal of 27 parking spaces is excessive and is particularly risky given Balfour Street's proximity to Zone 1 and major high-volume roads and junctions. I agree that there is CURRENTLY some spare capacity on Balfour Street and surrounding streets.</li> <li>• There are definitely not 27 empty spaces available at peak times. Knowing a little about how you stress-tested the current usage of parking spaces makes me question the validity of the results. People also need to park outside the times covered by the controlled parking scheme, and coming along during the controlled hours on one or two specific days to count unused spaces does not take account of that (the busiest day by far is Sunday, due to the church on Chatham Street).</li> <li>• Real problem with parking. Henshaw Street already suffers from a large number of cars at certain times (notably on Sundays when the Church on Chatham Street is in operation. I object strongly to the removal of this parking space from Balfour Street, unless a measure is brought in to stop spill over to Henshaw Street.</li> <li>• If the above is proposed I'd be satisfied. Currently Henshaw Street (in the M1 Zone) has controlled parking Mon - Fri at peak times. If this were extended to include Sat and Sun I'd be happy with these proposals for Balfour Street</li> <li>• The new paving excludes No's 67-83 Balfour St - who in terms of percentage of residents make up 40% of the east side? You even held the consultation in their community hall!</li> </ul>	<ul style="list-style-type: none"> <li>• A further review of the allocation of car parking on Balfour (i.e. disabled parking, 30min parking and permit parking) will undergo further review prior to statutory consultation.</li> <li>• The extent of the proposed works has been design based on the budget that has been allocated for the project. Unfortunately not all areas along Balfour Street were able to be included within this project. A further review will be completed to ensure any unnecessary works are not undertaken.</li> <li>• Investigations have recently taken place with regard to fraudulent applications being made to obtain permits for people who are not entitled to one. We have investigated two claims, which resulted in permits being revoked. With only 2 applications being made for permits in the past 12 months, there is no indication that this is a wide spread issue.</li> <li>• Issues raised relating to areas outside the project area has been noted for future consideration. Unfortunately these issues are outside the scope of this project, therefore have not been addressed in this report.</li> </ul>

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Any current spare capacity will not be enough to accommodate the planned removal of Chatham Street car park. Re-opening the Locksfield garages nearby will also not compensate for the removed spaces: I believe the proposed charge for a garage is £968 per year, which is a high price compared to £82.50 p.a. for a space in the Chatham car park, even if the garages have secure shutters and keep the vehicles out of the rain (IF they fit under the height restriction). As a result, the current Chatham car park users will all probably apply for spaces in zone M1 just at the time when the 27 spaces on Balfour Street are proposed to be removed.</li> <li>• Any parking stress surveys done within the first 18 months of Trafalgar Place first being substantially occupied are totally invalid and should be disregarded. Despite the planning restriction preventing residents from applying for on-street parking permits (due to the large number of underground parking spaces which Lend Lease pleaded were ESSENTIAL to enable the flats to be sold), residents definitely have managed to get permits. Many nearby residents were approached to fraudulently apply for permits on behalf of Trafalgar Place residents due to the high cost of the underground spaces, and the dramatic increase in the number of cars parking on surrounding streets since the first building was occupied is evidence that some applications were successful.</li> <li>• Some residents of the proposed new housing to be built on Chatham Street car park will want to have parking spaces. If planning restrictions prevent them from applying for on-street spaces but it is not properly policed, they could all end up with zone M1 permits just like Trafalgar Place residents have.</li> </ul>	

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• I am not against removing some controlled parking zone spaces and the two visitor spaces, as long as it has been properly thought through and future-proofed, and is part of a Southwark-wide vehicle parking strategy. Although walking, cycling and public transport should be favoured, some people need to drive and some people will choose to drive whatever the parking situation. If there is no proper parking strategy, congestion caused by people looking for parking spaces will become an issue across the more central parts of Southwark e.g. people visiting local shops from different parking zones/ outside Southwark.</li> <li>• I do not know if the 27 parking spaces includes the two 30 minute free parking spaces near the corner of John Maurice Close. If not, the real number of spaces lost is 29 (those two spaces are very useful for delivery vehicles, quick visits from tradesmen like plumbers etc., and people calling in at the local shops to buy things (although for the latter purpose they should be positioned closer to New Kent Road)).</li> <li>• I am not sure the cost, implementation time and disruption of moving the zebra crossing on Rodney Road from one side of Balfour Street to the other is worth it. Will it really be any safer or better-used as a result?</li> <li>• Regarding the reduction in parking places, although I believe the proposals here have sufficient spaces for householders currently using the council permit scheme system, the situation at weekends is very strained. Could the street become a 7 day a week permit area to alleviate this?</li> <li>• Victory place has a junction with Rodney Road which is closed with a kerb. I would like to see the kerb dropped and the junction made permeable by bike or push chair etc.</li> <li>• Balfour Place has rounded kerbs at its junction with Rodney Road. Straighter junctions with 90 degree approaches reduce speeds considerably and encourage cars to stop and look rather than slide out into the traffic. The aim is to slow speeds so rounding the junction seems rather old-fashioned and counterproductive.</li> <li>• Balfour Street opposite park is not being resurfaced.</li> <li>• Also, as a member of Balfour Street Housing Project, a housing co-op in the street, I'm unsure if the plans for the junction at Munton Rd/Balfour St will allow household waste vehicles to continue to collect our 22 households' refuse from our paladin bin shed adjacent to 67 Balfour Street</li> </ul>	

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• No provision for public rubbish bins. Concerned with future maintenance of the newly constructed landscaping features.</li> <li>• Not going into Henshaw but should. Bins not hidden on the corner of Henshaw but should be</li> <li>• Understand there's possible impact on parking in Henshaw Chatham Streets</li> <li>• We would like to see the triangle of concrete at the corner of Victory Community Park brought into the greening of the park so the corner is much more pleasant to look at.</li> <li>• It restricts parking where there have been difficulties arising from reduced parking such as - loss of the car park in Stead Street to housing - this was by the way a great move. However, the removal of the car park area in Chatham Street - supposedly for more flats has created much higher problems re condensed parking in the area including Balfour St.</li> <li>• Creates blindspots to pedestrians, cyclists an car drivers,</li> <li>• Restricts access to Emergency Service Vehicles - larger vehicles - Furniture Trucks et</li> <li>• I also think it would be good to add another speed bump on Henshaw Street as presently cars like to speed down it and there are lots of children who walk on the road (especially parents with prams as the pavements are usually blocked with bins).</li> <li>• The loss of parking spaces is a big issue. I live in Trafalgar Place, I do not have a car but I occasionally have friends visit at weekends and evenings and parking very tight.</li> <li>• On pavement cycle contraflow bypass is gone where Balfour St. meets John Maurice Cl. (southbound). Currently the arrangement isn't great (isn't nice to look at or well aligned); however it does mean that cyclists do not come into conflict with northbound motor traffic. Some sort of replacement is needed to ensure safe contraflow.</li> <li>• I would rather see Stead &amp; Wadding Streets realigned so they face Balfour Street (with a pedestrian island in between them then growing into pavement) and a very tight mini-roundabout. This would slow drivers further while giving priority to right turning cycles. It would also help create the feel of a public square. In the medium term I would like to see 7am-7pm bus &amp; cycle filter at pinch point between Rodney &amp; Flint Streets.</li> </ul>	

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Raising the table to be the same height as Paragon Way will make Paragon Way look more like a road. Given the cycle path at the other end of Paragon Way/Rodney Road, we already have problems with cyclists using this as a cut through, when it is a pedestrian area.</li> <li>• The removal of the bus stop just before the existing zebra crossing on Rodney Rd would be nice as there is already one so close less than 100 meters at Salisbury Park. Not sure why there are two stops so close for the same service. It's a favourite place to regulate their service which isn't great for the air quality.</li> <li>• I think that the scheme should extend along Henshaw Street instead of to Stead Street. Henshaw Street suffers from excessively narrow pavements and a lack of landscaping and traffic calming.</li> <li>• I think that there should be additional tree planting along Balfour Street between Chatham Street and John Maurice close.</li> <li>• The reduced parking and absence of any electric charging points. The more of zebra crossings</li> <li>• Parking in neighbouring streets ( Henshaw street becomes a free- for all)</li> <li>• I would plead for 24 hrs/ 7 days a week</li> <li>• While strongly supporting the principles of public realm improvements in this location and the reallocation of space from car parking to pavement, the poor design of the current proposals would seriously degrade cycling conditions.</li> <li>• Regarding the reduction in parking places, although I believe the proposals here have sufficient spaces for householders currently using the council permit scheme system, the situation at weekends is very strained. There as a busy church in the street which adds to parking problems at weekends when the council's permit system is not in place. Further, Trafalgar Place car owners tend for ease of access to leave their vehicles in Balfour Street for most of the weekend rather than using their dedicated car park. Could the street become a 7 day a week permit area to obviate this?</li> <li>• As a member of Balfour Street Housing Project, a housing co-op in the street, I'm unsure if the plans for the junction at Munton Rd/Balfour St will allow household waste vehicles to continue to collect our 22 households' refuse from our paladin bin shed adjacent to 67 Balfour Street?</li> </ul>	

# Parking and Street Design Cont....

What do you like about the design?	What don't you like about the design?	
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Motor traffic could be reduced further.</li> <li>• Loss of existing parking - the loss of the parking at Stead St has led to increase on-street parking over weekends in particular. The M1 parking zone in Balfour St and Henshaw St is not restricted to permit-holders over the weekends and therefore there is increased competition for spaces which can leave residents unable to park near their homes.</li> <li>• Lack of provision for wheelie bin storage - currently there is a gathering of Balfour Street wheelie bins on the corner of Henshaw St and Balfour St which is unsightly and obstructs the pavement making it hard for pedestrians to pass (and must be impossible for prams and wheelchairs).</li> <li>• Regarding the reduction in parking places, although I believe the proposals here have sufficient spaces for householders currently using the council permit scheme system, the situation at weekends is very strained. Could the street become a 7 day a week permit area to alleviate this?</li> <li>• Regarding the reduction in parking places, traffic - and demand for parking - increases markedly at the weekends, in part because of worshippers at the Eternal Sacred Order of Cherubim &amp; Seraphim Church. Could the street become a seven day a week permit area to get around this?</li> </ul>	

Table 3: Comments received from consultees

## Level of Consensus

The following level of agreement has been achieved in relation to the questions contained within the consultation document:

- Support – 39% consultees support the proposals
- Support with changes – 48% consultees support the proposals, with changes
- Do Not Support – 13% consultees do not support the proposals

# Recommendations

In light of the positive consultation outcome for the proposed safety and public realm improvements in Balfour Street, council's commitment for making streets in the borough safer for all road users, and introduce more greening within the borough, it is recommended that the scheme is progressed to detailed design, with some alterations to the outline design.

A report is being taken to the Cabinet Member for Environment and Public Realm in late 2017 with the officer's recommendation to undertake advertisement of the relevant traffic orders.

The traffic order process will be subject to statutory consultation.

## Appendices

- Appendix A – Scheme Proposal
- Appendix B – Consultation questionnaire
- Appendix C – Postcard
- Appendix D – Map of the consultation boundary

