

WANDSWORTH BOROUGH COUNCIL

REGENERATION AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE
- 11TH JUNE 2002

EXECUTIVE – 17TH JUNE 2002

Report of the Director of Technical Services on the Balham Community Street Audit.
SW12 (Balham, Bedford and Nightingale)

SUMMARY

The report outlines the findings of the Balham Community Street Audit, which was undertaken in January 2002 and recommends a way forward on the issues and proposals identified by the audit.

1. **Recommendation.** The Regeneration and Transport Overview and Scrutiny Committee are recommended to support the recommendations in Paragraph 3.
2. If the Overview and Scrutiny Committee approve any views, comments or additional recommendations on the report, these will be reported to the Executive for consideration.
3. The Executive are recommended to agree the way forward in progressing the findings of the Balham Community Street Audit as outlined in Appendix 3 to this report.
4. **Introduction.** The report describes the Balham Community Street Audit, which was undertaken in January 2002, coordinated by the consultant 'Living Streets'. It included members of the local community walking key routes in and around Balham Town Centre, SW12/SW17 (Nightingale, Bedford and Balham) and their observations were recorded by lead consultants, Living Streets, who then produced a report of the findings with a range of proposals identified. This report considers these proposals and recommends the way forward to improve the walking environment in and around Balham.

5. **Background.** The Interim Local Implementation Plan (ILIP) identifies the need to encourage more walking, cycling and use of public transport as alternatives to the use of the motor car. It also identifies the need to develop a walking strategy for the Borough, to assist in progressing this broad objective. The ILIP contains a number of objectives, including the need to “increase walking as a means of travel within Wandsworth, “to improve pedestrian safety and security” and “to improve the pedestrian environment”, all of which are addressed by this street audit. This theme was also identified in the 1998 Transport White Paper, ‘A New Deal for Transport: better for everyone’, the subsequent DETR document, ‘Encouraging Walking: advice to local authorities’ and the Mayor of London’s Transport Strategy. The Mayor has subsequently appointed a Walking Champion for London, within Transport for London, and a ‘Walking Plan for London’ is being drafted. Currently, the Council undertakes a local authority co-ordinating role for walking within London. This has led to the production of good practice leaflets and further advice on safety and security for pedestrians and on clarity of and information about walking routes is currently being prepared.
6. Walking tends to be taken for granted, but it is worth noting that it accounts for more than 25% of all journeys and 80% of journeys under 1 mile in length. In addition, it also forms a part of many other journeys such as those by public transport, where stations or bus stops, are usually accessed on foot. It has a significant health benefit and can add an increased social and community-based element to a journey, by allowing interaction between people along their route, which is not possible with other modes. Increased walking activity will also lead to greater on-street activity and reduce the fear of crime. This is particularly relevant at a time when street crime is high on the agenda. The encouragement of greater on street activity will form an important element in the Crime and Disorder Reduction Strategy, and the Balham Town Centre Business Plan, which is currently being revised.
7. Living Streets were invited to undertake a Community Street Audit as the leading proponents of this type of survey. Living Streets, formerly known as ‘The Pedestrians Association’, is a registered charity, with a long history of promoting the development of streets and public places that people on foot can use and enjoy. Currently, Living Streets are the only organisation experienced in this type of audit and the study was funded through grant from Transport for London, allocated for walking projects.
8. **The Community Street Audit.** The project required members of the local community to participate in on-street audits, providing an analysis of Balham’s Street environment from the perspective of local people. Local Ward Councillors, amenity groups, the Police, residents and businesses were invited to attend one of two early evening meetings in Balham. At these meetings, Living Streets introduced the concept of the audits and invited attendees to identify key walking routes within a predefined study area of approximately 400 to 500 metres around Balham Station. The Study area was bounded by Cavendish Road in the east,

Oldridge Road and Nightingale Lane in the north, Ritherdon Road in the south and Upper Tooting Park and Wontner Road in the west. Eight routes were identified and these were audited during daylight hours and five were repeated in the early evening. Details of the routes are contained in Living Streets report, a copy of which has been placed in the Members' Room. The Balham Town Centre Manager, co-ordinated the audits and encouraged participation by local people.

9. **Audit Findings.** The study area has been considered as three distinct zones the town centre (Balham High Road and Balham Triangle), Balham High Road south of the town centre and the residential back streets. The Living Streets' assessment was that in much of the residential area, the footways are of a high quality and generally litter free. Aesthetically, they considered the area to be very attractive, with mature street trees and attractive buildings. Most problems identified for pedestrians were in the town centre, particularly along Balham High Road and through The Balham Triangle, where the demands of vehicular traffic compete and create barriers to walking. The audit also identified the barrier to movement that is created by both the railway line and the A24, which effectively dissect the study area into four discrete areas. Meanwhile, in the residential areas, they recognised that vehicular dominance and the potential for high speeds has been widely addressed by the introduction of traffic management and calming measures. The recommendations coming from the audits have been presented by Living Streets in four formats to assist in taking the schemes forward:-
 - (a) 4 specific projects;
 - (b) 12 task-based recommendations;
 - (c) detailed findings; and
 - (d) results of the audits themselves.
10. Four projects are identified from the results of the street audit:-
 - (a) **Improving pedestrian provision in the town centre.** Where the majority of destinations are located, both in terms of retail outlets, public transport facilities and restaurants and bars. In the short term, the study recommends that pedestrian counts should be undertaken at a number of key locations to identify the scale of movement around the centre. This would also enable a degree of monitoring to be undertaken on any resultant measures. In the medium to long term, a range of physical measures have been identified and are contained in Appendix 1 to this report.
 - (b) **Road crossings in Balham High Road.** The heavy flow of traffic, guardrail and light-controlled crossings, tend to favour the motor vehicle and the audit identified:-
 - (i) Long waits at crossings with short green man stages;
 - (ii) Limited number of locations for pedestrians to cross;

- (iii) Wide carriageway south of the station makes it difficult to cross the road; and
 - (iv) Inconsistent provision of tactile paving and other related measures. The study recommends a review of signal timings and physical features and layout of crossings in Balham High Road, consideration of new crossing locations and a reduction in carriageway width south of Balham Station.
 - (c) **Access beneath the railway.** Two locations - Bedford Hill and Cavendish Road to Byrne Road - were identified for particular action. In the short term, an extensive clean up and ongoing maintenance was recommended. For the former, additional lighting and improved tunnel surfaces were identified. For the latter improvements in lighting, improvements to the footway surfacing and security measures were identified.
 - (d) **Celebrating Balham's railway heritage – access and enjoyment.** Consideration of the station entrances and the viaduct along Balham Station Road are important as they dominate that part of the town centre. A range of proposals are identified, some of which would require liaison with Railtrack and the Station operators.
11. On a more general level, throughout the study area, 12 task-based recommendations are made within the report:-
- (a) Undertake pedestrian flow counts, collate existing data on vehicle flows and numbers arriving in the area by public transport, and measure the commercial impact on the local economy by users of different modes, to support initiatives favouring more sustainable transport modes, including walking;
 - (b) Review timings of all light controlled crossings to minimise delays for pedestrians, and ensure adequate time is given for everyone to cross in safety;
 - (c) Redesign the junction of Balham High Road, Balham Station Road and Chestnut Grove to reduce waiting times and enable more convenient crossing. Investigate the possibility of integrating a diagonal crossing for pedestrians into the present all-red phase for vehicles. (Northbound traffic turning right into Balham Station Road currently conflicts with north-south pedestrian movement outside the Station, and needs a separate filter or a banned right turn);
 - (d) Redesign the junction of Bedford Hill, Balham Station Road and Fernlea Road to facilitate improved pedestrian crossing;

- (e) Reallocate dead space down the centreline of Balham High Road south of the railway bridge – indicated by diagonal stripes and traffic islands – to facilitate easier crossing. This can be achieved by widening footways, or by the installation of a central island/pedestrian refuge, running the full length of the road. (The Strand in central London presents a good example of this);
 - (f) Initiate a phased programme of footway renovation along Balham High Road and on the Balham Triangle, as this is where pedestrian flows are greatest and footway quality poorest;
 - (g) Assess the scope for replacing or relaying block paved areas throughout the audit area, as these are particularly prone to extensive distortion and ponding;
 - (h) Work in partnership with Railtrack, as part of the Safer Stations initiative, to improve access routes to Wandsworth Common Station;
 - (i) Reopen pedestrian routes from Sistova Road and Rossiter Road, linking residential areas to the stations along the route of the old Culmore Cross, to accommodate direct commuter access to Balham rail and Underground stations;
 - (j) Improve and publicise the pedestrian route through Larch Close, to encourage natural surveillance;
 - (k) Undertake a detailed assessment of the location and condition of public seating and toilet facilities, in liaison with local pensioners' groups. Initiate a programme of repair and installation to ensure a comprehensive network of well-designed and carefully installed seating and toilets, placed at regular intervals along key routes;
 - (l) Investigate reasons for poor take-up of vacant pitches in Hildreth Street Market. The market is an important component in delivering a convivial and lively street environment, generating interesting, varied and attractive commercial and social activity at street level. Every effort should be made to ensure it survives and flourishes.
12. The Living Streets Report then moves on to extract detailed proposals, often at specific locations that were identified during the audits. These are outlined in greater detail in [Appendix 2](#), divided into broad category headings of crossing points and desire lines; road layout and space allocation; facilities and signage; footway surfaces and obstructions; maintenance and enforcement issues; personal security; and aesthetics.

13. **The Way Forward**. The study has identified a number of key issues that should now be developed further. The recommendations have been distilled from the Living Streets report and are listed in Appendix 3 to this report, showing the Agency required to take the recommendation forward, the actions required and the expected funding source. There are a number of issues identified that directly impact on the A24 Balham High Road, which is part of the Transport for London Road Network. It is proposed that a copy of this report and the Street Audit should be forwarded to Transport for London (TfL) Street Management and that a dialogue should be opened with them, with a view to addressing those issues which are in their remit, in partnership with the Council working on its local roads, and in consultation with the Balham Partnership as key stakeholders in the town centre.
14. The provision of guardrails is currently under review by Transport for London. Over the last 20 years, guardrail has been introduced as a standard feature in any traffic signal scheme and at other locations for a range of reasons. While it can be of benefit in terms of road safety, it also creates a barrier to movement. It is proposed to await the outcome of the TfL study, before making a decision as to whether the current provision of guardrail is consistent with approved guidelines and transportation strategy.
15. Currently, there is no funding identified to take these schemes forward to implementation, but a bid has been placed in the Borough Spending Plan for 2003/4 and 2004/5. It is expected that TfL will announce what funding will be available in late 2002. However, they have indicated that they will be seeking to fund schemes that are specific and which are able to achieve spend. It is, therefore necessary to undertake any review identified by the study and preliminary design work during 2002/3.
16. Access and interchange issues for Balham and Wandsworth Common Stations are currently being reviewed as part of a South and West London Transport Conference (SWELTRAC) interchange study. The proposals from this report will be fed into the SWELTRAC work, which is supported by the train operators and Railtrack and is likely to attract additional funding for such works. A report about the SWELTRAC interchange study will be made to the Committee and the Executive at future meetings.
17. **Comments of the Economic Development Officer**. The Balham Town Centre Manager invested a significant amount of time in helping to set up and implement the audit, and is well placed to support, promote and shape the improvements proposed. The Town Centre Partnership Board was fully supportive of the initiative and the majority of the Board members and Councillors participated in the audit process. The improvements arising from this Audit are likely to be a key element of the Balham Town Centre Business Plan currently in preparation, and embody the wider commitment to improving the public realm for all town centre users.

18. The accessibility and attractiveness of a town centre to pedestrians is a key component of its success as a centre for commercial social leisure and civic activities. For retailers and other businesses 'footfall' (the number of pedestrians passing a particular location) is key measure of the commercial potential of an area and critical in making investment decisions. The relatively poor conditions for pedestrians approaching and within the town centre is therefore a matter for concern and highlights the importance of proceeding with the action plan as soon as possible. The inclusion of a bid for resources through the Borough Spending Plan (reported elsewhere on this agenda) is therefore welcome and every opportunity should be taken to secure 'underspent' funds to implement improvements as rapidly as possible.
19. The action plan will provide a vehicle for promoting the improvements to businesses, demonstrating the Council's commitment to the area and helping to encourage and promote private sector investment. A number of measures have already been initiated by the Town Centre Manager with the support of the Balham Partnership, including improvements currently being undertaken in Hildreth Street, discussions on street enhancement opportunities, and proposals for the Bedford Hill railway bridge.

The success of this 'pilot audit strongly suggests the approach should be adopted in other town centres.

20. **Comments of the Director of Finance.** Currently, there is no specific provision in the capital programme to develop the measures identified in the Balham Street Audit. Implementation will depend on additional resources being made available at a future review of the Council's capital programme, including those deriving from bids to Transport for London for transport resources from 2003/04 onwards. Any feasibility or design costs incurred in advance of funding approval will need to be met from existing Highways revenue budgets.
21. **Conclusion.** The Balham Community Street Audit was well supported by the local groups who participated. The study identified many positive aspects in the Balham area from the walkers' viewpoint. However, they also highlighted a number of areas where improvements could be made. It is now important to maintain the momentum of this audit, so that improvements for pedestrians can be introduced at street level and which in turn will contribute to the ongoing regeneration, vitality, and viability of Balham Town centre.

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5th June 2002

Background Papers

The following background papers were used in the preparation of this report: -

1. Balham Community Street Audit - Living Streets - 2002.
2. Interim Local Implementation Plan, 2002/3.
3. Crime and Disorder Reduction Strategy – DTS.
4. Balham Town Centre Business Plan.
5. A New Deal for Transport - DETR 1998.
6. Emergency Walkway: Advice to Local Authorities - DETR.
7. Mayor of London's Transport Strategy - GLA - 2001.

If you wish to inspect any of these documents, please contact initially the Committee Secretary on 020 8871 6488.

Medium to Long Term Proposals for Balham Town Centre

- (a) Redesign the junctions of:-
 - (i) Balham High Road, Balham Station Road and Chestnut Grove;
 - (ii) Bedford Hill, Balham Station Road and Fernlea Road;
 - (iii) Balham High Road and Bedford Hill.
 - (b) Undertake an audit of footway space allocation.
 - (c) Introduce of side road entry treatments where these do not already exist.
 - (d) Provide tactile paving, audible signals and rotating tactile cones at all locations where they do not already exist.
 - (e) Review existing guardrail provision, with a view to its removal where it does not serve a road safety function.
 - (f) Review street lighting, to make it more pedestrian-friendly, taking on board current proposals for Hildreth Street and the recent enhancements introduced in the Battersea area.
 - (g) Review the existing pedestrian direction signing and street nameplate signing at all key junctions.
 - (h) Assess the need additional benches and public toilets, a particular requirement of pensioners groups.
 - (i) Review security measures at key locations, such as cash machines, busy bus stops and areas with poor sightlines.
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Main Findings of Balham Community Street Audit

1. Crossing points and desire lines

Pedestrian desire lines in the audit area display the full range of crossing provision, from light controlled crossings through to no crossing facilities whatever. This is entirely to be expected, and reflects a situation common to similar areas across the Capital and beyond.

(a) The junction of Balham High Road, Balham Station Road and Chestnut Grove

This junction is in urgent need of review. In the short term, timings should be adjusted to allow for safe crossing of two arms of the junction in one pedestrian phase. Alternatively, an extra pedestrian phase should be added.

In the longer term, a diagonal crossing could be integrated with the present four-way stop (as has happened elsewhere in the borough). Closing Balham Station Road to all or most traffic, as is suggested later in this report, would also improve pedestrian movement here.

(b) The junction of Bedford Hill, Balham Station Road and Fernlea Road

This junction should be redesigned to provide much safer pedestrian crossing through the introduction of tighter radius corners, better traffic light timings for pedestrians, with crossing possible on all four arms of the junction, and enforcement of the banned right turns. Pending problems should be resolved, and adequate provision made for those mobility or visually impaired.

Closing Balham Station Road to all or most traffic, as is suggested later in this report, would also improve pedestrian movement here.

(c) The junction of Bedford Hill with Balham High Road

This junction should be redesigned to improve pedestrian crossing through better traffic light timings for pedestrians. If possible, the footway width should be increased and adequate provision made for those who are with visual and mobility impairment.

(d) Crossing Balham High Road

Crossing timings along Balham High Road need to be adjusted to deliver shorter waiting times and longer crossing times. Opportunities to facilitate informal crossing elsewhere along the High Road should be investigated. Reduction of the overall carriageway width south of

the railway line is strongly recommended, to assist with crossing and reduce excessive vehicle speeds.

(e) Desire lines across Bedford Hill and through the Town Centre car park

Investigate options to reopen pedestrian routes from Sistova and Rossiter Roads across Bedford Hill to the station. This should include better provision for crossing Bedford Hill itself, and permit direct movement through the car park.

(f) Crossing the entrance to the Town Centre car park on Balham Station Road

This entrance needs to be redesigned, ensuring pedestrians can cross safely on their desire lines. Improvements should accommodate all users, including those with visual and mobility impairment.

(g) Desire lines from Balham High Road to the Library

Safeway's should be encouraged to consider removing one or two parking spaces to ease access to the Library from all directions.

(h) Desire lines at Wandsworth Common Station

Review pedestrian access to Wandsworth Common station. Consideration should be given to surfacing some desire lines to reduce erosion and damage to the Common.

(i) Beyond the Town Centre

As these routes see lower levels of pedestrian flows, the priority should rightly be elsewhere. However, consideration should be given to improving pedestrian access in residential roads. Key routes for children and wheelchair users, identified through discussions with schools and local groups, could provide a logical framework for prioritisation.

2. Road layout and space allocation

Space allocation in the audit area reflects the historical trend to maximise space allocated to vehicles as private car ownership increased, followed by the more recent reversal of this approach. This change of policy can be seen in the form of build outs at junctions, bus stops and crossing points and as diagonal stripes along the centreline of roads.

(a) Residential roads

Investigate opportunities to reallocate space to pedestrians, especially at junctions and other key crossing points, to reduce vehicle speeds and

ease pedestrian movement. Ensure footway parking ban is properly enforced. Consider marking up junction corners with double yellow lines to improve safe crossing at these points.

(b) Balham High Road

Consider reallocating space to pedestrians on Balham High Road south of the railway line, and at crossing points along Balham High Road, to facilitate quicker and safer crossing. Assess opportunities to add further formal or informal crossing facilities.

(c) On Balham Station Road

Assess the options to increase space for pedestrians along Balham Station Road. Consider closing this road to some or all traffic, if possible.

(d) Hildreth Street

Review parking enforcement on Hildreth Street. A revitalised street market will ultimately resolve this issue, by eliminating the free space currently used for parking.

3. Facilities and signage

Provision of facilities for pedestrians – lighting, toilets, benches, bins and trees – is uneven. The condition of these facilities in the audit area varied widely.

(a) Lighting

- (i) Enter discussions with Safeway's to improve the illumination of the car park.
- (ii) Review lighting provision on key pedestrian routes, especially those not overlooked by shops, homes or traffic. Pedestrian-only routes may benefit from the introduction of downlighting and uplighting, which provide illumination on a human scale, and offer an attractive alternative to more utilitarian options. Actively encourage retailers to install open grille rather than solid shutters.

(b) Toilets

Review maintenance schedules for public toilets. Ensure street cleaning regime is adequate to address problems with street urination. Consider installation of urinals (as pioneered successfully in Soho) at key locations. Identify possible locations for new toilets, to ensure streetscape is fully accessible to all user groups.

(c) Seating

Review public seating provision in conjunction with local pensioners' groups. Ensure seating offers what older users need – back support, seat heights that are not too low, plenty to look at, and seating placed at regular intervals.

(d) Bins

- (i) Consider fixing bins permanently and ensure bins are cleaned regularly.
- (ii) Review recycling bin installation with a view to removing screening and maximising accessibility.

(e) Street trees

Replant street trees when possible, and ensure footway disruption from tree roots is addressed. Trees line many residential streets, providing shelter from rain and shade from the sun, and visual appeal. Street trees also reduce driving stress and aggression and significantly reduce airborne pollution from motor vehicles. Street tree condition was generally very good. A few empty tree pits were noted (on Oldridge Road for example), which should be replanted. Some footway disruption is being caused by tree roots in some places, perhaps due to the use of impermeable footway surfaces close to the trunks.

(f) Signage

Review provision of pedestrian signage, rationalising where possible. At arrival points for newcomers to Balham, pedestrian signage should not have to compete with signs that are not strictly necessary – these should be removed. Ensure street nameplates are installed at every junction, and are repeated at regular intervals along longer roads.

4. Footway surfaces and obstructions

(a) Residential footways

Although the database of identified issues lists many examples of defective footways throughout the audit area, footways are mainly in very good condition in residential streets. The Council is to be congratulated on the condition of much of its network of footways. Footway parking, in particular, appears to be well under control.

(b) Footways – Balham Triangle and the High Road

Within the Balham Triangle, and along the High Road especially, footways are in poorer condition. Crossovers and side entry treatments

on the High Road are sometimes in very poor condition indeed (e.g. outside 96-100 Balham High Road).

(c) Footway ponding and block pavers

- (i) Initiate a programme of footway renovation in areas with heaviest pedestrian use – the High Road and the Triangle. Review paving and quality of installation in all locations where block paving has been used, taking appropriate action – legal or otherwise.
- (ii) Review drainage and footway structure on pedestrian routes as a matter of urgency.

(d) Temporary footway obstructions

Review location and usage of cycle parking – some may need extending or removal. Liaise with retailers, streetworks contractors and council officers to ensure footway obstruction is minimised.

(g) Permanent footway obstructions

Permanent footway obstructions are less of a problem, primarily comprising redundant or poorly positioned street furniture. Redundant street furniture should be removed as footways are upgraded, and street furniture installation procedures should be reviewed to ensure avoidable misalignment does not occur (see the parking ticket machine outside 51 Boundaries Road for an example of poor positioning of street furniture).

5. Maintenance and enforcement issues

(a) Cleanliness

- (i) Review the street-cleaning regime. Consider upgrading the frequency of street sweeping on side roads close to the High Road.
- (ii) Ensure flyposting is removed entirely, taking heavily posted sites back to a clean original surface regularly.

(b) Graffiti

Remove graffiti from high profile sites promptly. Access to potentially dangerous locations should be closed off with some urgency.

(c) **Flytipping**

Review domestic waste collection arrangements for households above shops. Review procedures for the collection and removal of bulky domestic waste.

(d) **Footway maintenance**

Ensure contractors doing streetworks make good in a matching material.

(e) **Parking**

- (i) Ensure parking that blocks crossing points and footway parking is properly controlled
- (ii) Ensure adequate cycle parking facilities are provided at the right locations. Remove illegally parked cycles. Promote improved on-road cycling provision as a benefit for pedestrians as well as cyclists. Run regular publicity drives to advertise the dangers caused by footway cycling, and the penalties incurred if caught.

6. **Personal security**

- (i) Perceptions of personal security are heavily influenced by the presence of others in the vicinity. The centre of the audit area is a busy shopping centre and public transport interchange, so not surprisingly audit attendees did not feel there were major personal security problems here.
- (ii) The reality is rather different. Local beat officers indicated that one of the most dangerous points in the audit area is outside McDonald's on Balham High Road where congested footways, nearby cash machines, queues at bus stops and freestanding advertising boards create the right combination of elements to make street crime more possible. The Council is to be commended for resisting the pressure to install cash machines at this point. Removal of freestanding advertising boards, and the installation of bus shelters that do not block sightlines would further reduce the opportunity for street crime.
- (iii) For an environment to feel safe it needs good lighting levels, clear sightlines, good exit routes and a lack of anti-social behaviour.

(a) **Lighting**

Review lighting at identified points with a view to reducing the sense of danger. New lighting installation should not be strictly utilitarian, but should make these spaces more attractive and welcoming.

(b) **Sightlines**

Assess identified locations in detail with local people and the Police, to identify appropriate threat reducing measures to be implemented.

(c) **Exit routes**

Investigate measures to improve security in the Bedford Hill foot tunnels.

(d) **Anti-social behaviour**

Encourage more pedestrian use of Larch Close, to increase surveillance. This could be achieved by:

- (ii) Signposting Larch Close as an alternative route to and from the Station, bypassing the Bedford Hill pedestrian tunnels; and
- (iii) Making better use of the green space at the Ravenstone Street end of Larch Close, perhaps as a children's play area.

7 **Balham: The Place.**

The beauty and interest of the streetscene are what makes people slow down and enjoy themselves. The sense that public space is valued by those who live in it, use it and care for it encourages us all to value it too. The character of much of the Balham streetscape is enhanced by an impressive architectural mix of buildings, old and new, which create an interesting, varied and harmonious whole. Much of the original mid-nineteenth century development is still in place, giving a strong sense of place and a well-defined local identity.

8. **Enhancing the identity of Balham.**

- (a) Assess the opportunities, now and in future, to create a central space in Balham for people to meet, talk, relax and play. Ideally this should link with the public transport interchange, main shopping areas and key pedestrian routes.
- (b) Investigate options to improve the visual impact of the station viaduct in Balham Station Road, possibly with public art installation.

Actions identified during the Balham Community Street Audit, with organisation to take forward and potential funding source

Measure	Organisation to take forward	Funding Source
Pedestrian and vehicular counts	DTS/TfL Street Management	WBC/TfL (BSP)/TfL Street Management
Undertake an audit of footway space allocation especially at junctions and other key crossing points, to reduce vehicle speeds and ease pedestrian movement.	DTS/TfL Street Management	WBC/TfL (BSP)/TfL Street Management
Bedford Hill railway bridge	DTS/EDO/TCM/Railtrack	BSP/Railways/EDO
Improve access routes to Wandsworth Common Station	DTS/DOLAS/Railtrack	BSP/ Railways
Improve pedestrian links between Sistova Road and Rossiter Road to Balham Station	DTS/Sainsbury Plc.	BSP/Sainsbury Plc.
Improve and publicise the pedestrian route through Larch Close	DTS	BSP
Cavendish Road to Byrne Road railway bridge and streetscape improvements	DTS/DOLAS/EDO/Railtrack	BSP/Railways
Consideration of the station entrances and the viaduct along Balham Station Road are important as they dominate that part of the Town centre.	DTS/Railtrack/EDO/TfL Street Management	BSP/Railways/TfL Street Management

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Measure	Organisation to take forward	Funding Source
Review timings of all light controlled crossings to minimise delays for pedestrians, and ensure that adequate time is given for everyone to cross in safety.	DTS/TfL Traffic Technology Services	BSP/TfL Street Management
Redesign the junction of Balham High Road, Balham Station Road and Chestnut Grove	DTS/TfL Street Management	TfL Street Management
Redesign the junction of Balham High Road and Bedford Hill	DTS/TfL Street Management	TfL Street Management
Redesign the junction of Bedford Hill, Balham Station Road and Fernlea Road	DTS/TfL Traffic Technology Services	BSP
Review crossing timings along Balham High Road	DTS/TfL Street Management	TfL Street Management
Reallocate dead space down the centreline of Balham High Road south of the railway bridge	DTS/TfL Street Management	TfL Street Management
Promote improved on-road cycling provision	DTS/TfL Street Management	BSP/TfL Street Management
Footway renovation along Balham High Road and on the Balham Triangle	DTS/TfL Street Management	BSP/TfL Street Management
Introduction of side road entry treatments where these do not already exist.	DTS/TfL Street Management	BSP/TfL Street Management

Measure	Organisation to take forward	Funding Source
Improve pedestrian access in residential roads. Key routes for children and wheelchair users, identified through discussions with schools and local groups	DTS (School Travel Strategy), Access Association, Pensioners Groups	BSP/TfL Street Management
Identify potential sites for public art and other street scene enhancements and secure implementation.	DTS/EDO/TfL Street Management	EDO/Private sector
Improve 'Gateways' and promote complementary private sector improvements to improve the streets.	EDO/Private Sector	EDO/Private Sector
Assess scope for replacing or relaying block paved areas throughout the audit area	DTS/TfL Street Management	BSP/TfL Street Management
Review existing guardrail provision	DTS/TfL Street Management	BSP/TfL Street Management
Review street lighting, to make it more pedestrian friendly	DTS/TfL Street Management	BSP/TfL Street Management
Review the existing pedestrian direction signing and street nameplate signing at all key junctions	DTS/TfL Street Management	BSP/TfL Street Management
Review location and usage of cycle parking.	DTS/TfL Street Management	BSP/TfL Street Management
Review security measures at key locations, such as cash machines, busy bus stops and areas with poor sightlines	DTS/TfL Street Management	BSP/TfL Street Management
Assess identified locations where sightlines create a perceived threat.	DTS/TfL/Metropolitan Police	BSP/TfL Street Management
Improve the illumination of the Safeway's car park	DTS/EDO/Safeways	BSP/Safeways

Measure	Organisation to take forward	Funding Source
Review layout of Safeway's car park to improve pedestrian access to the library.	DTS/EDO/Safeways	BSP/Safeways
Ensure footway parking ban is properly enforced.	DTS/Metropolitan Police	WBC
Consider marking up junction corners with double yellow lines to improve safe crossing at these points.	DTS	WBC
Provide tactile paving, audible signals and rotating tactile cones at all locations where they do not already exist.	DTS/TfL Street Management	BSP/TfL Street Management
Review maintenance schedules for public toilets. Ensure street-cleaning regime is adequate to address problems with street urination. Consider installation of urinals (as pioneered successfully in Soho) at key locations. Identify possible locations for new toilets, to ensure streetscape is fully accessible to all user groups.	DTS/DOLAS/TfL Street Management	
Consider fixing bins permanently and ensure bins are cleaned regularly.	DOLAS	
Review recycling bin installation with a view to removing screening and maximising accessibility.	DTS/DOLAS	
Review the street-cleaning regime, particularly on side roads close to the High Road.	DOLAS	

Measure	Organisation to take forward	Funding Source
Review domestic waste collection arrangements for households above shops. Review procedures for the collection and removal of bulky domestic waste.	DOLAS	
Replant street trees when possible, and ensure footway disruption from tree roots is addressed.	DTS/DOLAS/TfL Street Management	BSP/TfL Street Management
Redundant street furniture should be removed as footways are upgraded, and street furniture installation procedures should be reviewed to ensure avoidable misalignment does not occur.	DTS/TfL Street Management	BSP/TfL Street Management
Ensure flyposting is removed entirely.	DTS	
Remove graffiti from high profile sites promptly. Access to these potentially dangerous locations should be closed off with some urgency.	DTS/Train Operators/Private owners/Railtrack	
Ensure contractors doing streetworks make good in a matching material.	DTS/TfL Street Management	
Assessment of the location and condition of public seating.	DTS/TfL Street Management	BSP/TfL Street Management
Investigate reasons for poor take-up of vacant pitches in Hildreth Street Market.	EDO/ DOLAS/DTS	BSP

Measure	Organisation to take forward	Funding Source
Redesigning the entrance to the Town Centre car park on Balham Station Road	DTS	BSP

Glossary

BSP – Borough Spending Plan

DTS – Technical Services Department

EDO – Economic Development Office

DOLAS – Leisure and Amenity Services Department

TfL – Transport for London