#  “Harper Road – one more push”

Draft 1, 27/11/18

<https://consultations.southwark.gov.uk/environment-leisure/harperroadimprovements/>

Southwark text in normal font, Southwark Cyclists response in **bold**.

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Width restriction

In response to local concerns about too many large vehicles in the area, we installed trial width restrictions on Harper Road and Bath Terrace earlier in 2018. The results indicate that there has been a significant drop in the number and proportion of large vehicles in the area as well as a reduction in general traffic. You can view the results of this trial in the summary notes below.

We are proposing to retain the width restrictions as a permanent feature: The feature on Bath Terrace is proposed to be modified for emergency vehicles with removable bollards/gate and the feature at Harper Road is to be reinforced with more robust physical features (e.g. bell bollards).

 Results of trial width restriction.

**1. Do you agree that we should keep the width restrictions on Harper Road and Bath Terrace as a permanent feature? The feature at Bath Terrace would be modified for emergency vehicle access and the feature at Harper Road would be reinforced with a bell bollard or similar.**

Keep width restrictions(Required) - **Yes**

Comments

**We support the width restriction as an improvement upon the road, but strongly support the same locations being made no through-traffic by motor vehicles, with physical enforcement such as gates that can be opened by the emergency services and refuse collection. See answer to question 3.**

**Harper Road is on the proposed route of the Southwark Spine Quietway - motor vehicle volumes of over 6,000 vehicles daily cannot be considered “quiet” enough to enable a wider range of people to cycle there than currently do. LCC policy mandates that physical separation is required on any street with over 2,000 PCUs of motor vehicle traffic daily and/or 20mph. This is in line with the Dutch “CROW” guidelines. Above this volume, streets remain far too intimidating for all but the fit, fast and fearless to ride in mixed with motor vehicles. Given this, for Harper Road to be part of the Southwark Spine, either segregated tracks along its length will be required or additional motor vehicle reductions, beyond the amount provided by the width restrictions trial, will be required.**

**Given the positive results of the width restriction trial, which found that only 3% of the traffic removed from Harper Road has been displaced to other roads, we suggest that Southwark trial a full closure whilst the effects can be directly compared to the width restriction counts. This would save time and money on monitoring, and can build upon the local community support that has been built via the engagement that has taken place. It would be wasteful to allow the monitoring data and community support to lapse and then require rebuilding. We do support the residents of the Trinity Newington Residents Association in their concerns about traffic displacement, and so would support additional measures to reduce this on any streets where it occurs.**

**We would also reiterate the points made in the previous London Cycling Campaign submission found in appendix C to the January 2018 Improvements Consultation.**

Road crossings, footway widening and traffic calming

After reviewing the situation on Harper Road, and after conversations with local residents, we are proposing to introduce a number of measures to make the street safer and more accessible for pedestrians and cyclists, and easier to cross for vulnerable road users such as the elderly, children, people with buggies, and people with disabilities. This will include adding cycle-friendly speed humps to slow down traffic, new crossing points, improving a number of existing crossing points to make them more accessible, and widening the footway to slow traffic, make the environment more attractive for walking and to ensure cyclists remain in a consistent space in the road (primary position).

Please take a look at the plans and let us know what you think about these proposals and whether you have further suggestions.

**2. What do you think about the proposed changes to crossing points?**

Dropped kerbs at traffic island by the mosque to make an uncontrolled crossing point - **Agree**

New raised crossing in block paving by Rockingham Street providing access to new Dickens Square Park entrance - **Agree**

Raise existing zebra crossing by Falmouth Road junction to make crossing more accessible - **Agree**

Dropped kerbs at the traffic island to the west of Dawkins Court to make an uncontrolled crossing - **Agree**

Dropped kerbs and widen existing traffic island to the east of Dawkins Court to make an uncontrolled crossing to Globe Academy infant school – **Agree**

Do you have any comments or suggestions?

**We support the changes to crossing points as an improvement upon the road, but strongly support the same locations being made no through-traffic by motor vehicles, with physical enforcement such as gates that can be opened by the emergency services and refuse collection. See answer to question 3.**

**The closure could be done instead of the proposed road humps and parts of the double yellow lines, so saving the cost of installing the crossing points, being safer by removing the traffic as well as slowing it, and whilst increasing the amount of permit-only car parking available to local residents and businesses.**

**We support the previous suggestions by the Friends of Harper Road Triangle, Harper Road shopkeepers, and Mosque for the broad principle of improving Dickens Square and Newington Gardens, encouraging the greater use of these places and the section of Harper Road between them. We have no cycling-based concerns about the likely increase in pedestrians crossing between the gardens, mosque and the shops, and would support this as a reason to justify the full removal of motorised through-traffic.**

**3. We are proposing a number of measures to slow traffic on Harper Road. These include regularly spaced sinusoidal speed humps, which mean cars won't speed up between humps, keeping particulate pollution to a minimum. We are also widening the footpaths and narrowing the road in several sections to slow traffic and so that cyclists stay in a consistent position in the road. Is there anything else that we could do to help slow motor vehicles and make the road safer, especially for pedestrians and cyclists?**

Anything else we can do?

The locations chosen for width restrictions should be made no through-traffic by motor vehicles, with physical enforcement such as gates that can be opened by the emergency services and refuse collection.

**4. What do you think of the proposed widened and enlarged footpaths?**

Widened footpath at the junction of Swan Street, removing the current pedestrian pinch-point at a mature tree. **Agree**

Enlarged footpath at the zebra crossing and entrance to Elmington Gardens by Brockham Street **Agree**

Widened footpath along Dickens Square Park between Dickens Square and Falmouth Road **Agree**

Extend shopping parade footpath by Rockingham Street at the new crossing to at new raised crossing to Park and nearby Mosque (reduces crossing distance) **Agree**

Widened footpath between County Street and New Kent Road, adjacent to Globe Academy school. **Agree**

Do you have any comments or suggestions?

**Places to stop and rest, things to see, for people from all walks of life.**

We are proposing to introduce a number of features which should help to make the area in Harper Road more attractive and interesting, and more accessible to people from all walks of life. These include new seating, new planting, more attractive paving at the shopping parade, play opportunities for children and painted utility boxes.

Please take a look at the plans for more details and illustrations of these proposals, and let us know what you think below.

 Related Information

5. What do you think about the following proposed features?

Single seat chairs opposite Dawkins Court and near Globe Academy **Agree**

New seating (for 4-5 people) with adjacent planting at either end of the shopping parade **Agree**

Cycle stands, including reserved stands for disabled users, either side of the road near Dickens Square Park **Agree**

Footpath in front of shops resurfaced with granite stone paving in line with our streetscape palette **Agree**

Hopscotch street game in pavement opposite Dawkins Court and near Globe Academy **Agree**

Painted utility boxes opposite Dickens Square **Agree**

Service road at shopping parade to become one-way to improve safety. Extend parking bay to create one space (angled parking was not feasible). **Agree**

6. Are there any other locations on Harper Road where you would like us to consider features where people from all walks of life can stop and rest, park their cycle, or have something to see or do?

Seating (please specify single or grouped, type of seating)

Cycle stands (can include reserved spaces for disabled users, on-street stands- please specify)

**Please install more secure cycle parking. There are 13 secure cycle parking locations in the triangle between borough tube, Elephant & Castle, and the Bricklayers arms. In 11 of them there is a waiting list. Given that the majority of properties in this area are flats this is likely to be reducing bicycle ownership and the number of cycle journeys made by residents.**

Things to see (please specify)

Planting

Play opportunities (please specify type)

7. Do you have any further suggestions to help make Harper Road more accessible and attractive for people from all walks of life?

**The results of the width restriction trial suggest that the more substantial improvements of a full closure to motorised through traffic should be trialled. The width restriction has reduced Harper Road HGV traffic by 86%, general traffic by 23%, and only 3% of that traffic has been displaced to other residential roads in the nearby area. HGV traffic on nearby residential roads has also decreased, apart from Avonmouth Road and Bath Terrace – and here the data indicates that the increased traffic is from vehicles travelling to the estate itself. In other words, the increase is not rat-running through traffic, and is likely to be other traffic that would not be affected, presumably such as an increased number of online shopping deliveries.**

**The increased number of cycle trips in the section calmed - of around a quarter – and of a 76% increase in the sections on the Quietway 7, shows that cyclists are using and so benefiting from the changes, that improvements seem to be increasing the number of cycling trips, and that there may be a particularly strong potential to increase cycle numbers when improvements are part of a larger scheme and network.**

**A broad base of residents’ and travellers’ support for substantial improvements can be seen in the Healthy Streets survey. The three lowest scores were ‘how easy is it to find shelter’, ‘how intimidated did you feel by traffic on the street’, how easy would it be for you to stop’, followed by air pollution, noise and general enjoyment Over 60% of pedestrians using Harper Road think there is too much traffic, and that ‘too many cars’, ‘needs full road closure/filter’ and ‘better now for cyclists’ were the three biggest issues identified. In this respect the responses of residents, pedestrians and cyclists are broadly in agreement on the need for improvements. Furthermore, this highlights that residents, pedestrians and cyclists should not be seen as separate groups with opposing interests: many local residents are cyclists, and many local residents and pedestrians support improvements that will support cycling.**

About you

We ask for some personal information because it helps us analyse and make better use of the feedback we receive.

Privacy statement: Southwark Council uses your personal data to record your response to the consultation. Section 1 of the Localism Act 2011 requires us to do this. The council does not require your permission to process your data and failure to tell us your information may mean that we are unable to process your response. Your personal information will only be used by our highways team, and will be destroyed after four years.

If you are concerned about how the council uses your personal data or would like to enquire about the personal information we hold on you, please contact us via dpo@southwark.gov.uk or on 020 7525 5000. More information about your rights is available on our website, or via the Information Commissioner (www.ico.org.uk).

8. What is your name?

Name

9. What is your postcode?

We ask for this because we are particularly interested to hear the views of people who live in the area of the proposed project

10. In what capacity are you responding to this consultation?

Capacity?

Organisation

11. How often are you on Harper Road?

Frequency

12. How do you usually travel in this area (you may select more than one)?

 On foot

 On foot with a pushchair/buggy

 Wheelchair

 Bicycle

 Motorcycle

 Bus

 Car or other motor vehicle

Equalities questions

Completing this section is optional.

Why do we ask this information? It is important to us that we speak to as many people as we can who reflect the diverse communities in Southwark. This will ensure that everyone's needs are addressed through the plans we develop as a result of this survey.

13. Age

Please select your answer from the drop down list

14. Disability and health

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

 Yes, limited a little

 Yes, limited a lot

 No, not limited

Please tick the box or boxes below that best describe the nature of your impairment(s):

 Hearing / Vision (e.g. deaf, partially deaf or hard of hearing; blind or partial sight)

 Physical / Mobility (e.g. wheelchair user, arthritis, multiple sclerosis etc.)

 Mental health (lasting more than a year. e.g. severe depression, schizophrenia etc.)

 Learning difficulties (e.g. dyslexia, dyspraxia etc.)

 Memory problems (e.g. alzheimer's etc.)

If you wish to specify your impairment, please do so here:

15. Sex

 Male

 Female

16. Ethnicity

What do you consider to be your ethnicity?

Please select your answer from the drop down list

Please specify further if you wish:

17. Are you:

Pregnant or on maternity leave?

Almost Done…

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address

 If you have given us your email address, we would like to keep you informed about progress on this project. Please tick the box to give us permission to keep you informed about this and other local highway projects.parent or carer? Other (please specify)

Comments on the width restriction