Harper Road street improvements
Consultation meeting

Joanna Lesak, Project Manager, Highways Transport Projects
Tuesday 30 October 2018, 8.20-8.45pm
Rockingham Community Centre
Outline

• Recap of previous engagement – concerns and aspirations
• Width restriction results
• Street improvements
• What next?
Recap of previous engagement

- June 2017 – site visits
  - Residents
  - Shopkeepers
  - School
- Dickens Square Park consultation July 2017
- Residents meeting RE TfL monitoring
- Meeting with TfL 2017
- Mosque visit 2017
- Site meeting RE width restriction Dec 2017
- Online feedback form and emails March to Sept 2018
- Healthy Streets monitoring summer 2018
Concerns and aspirations

- Too much traffic and HGVs in particular
- Speeding
- Neglected shopping parade – make sure we tie in with shopfront improvements and park refurbishment
- Angled parking at the shopping parade
- Not enough places to cross the street
- More greening
- Wider footway at mature tree by Swan Street
- Wider footway by County Street for school kids
- Road closure at the shopping parade
Width restriction results

- Based on ATCs – Dft cycle classification is indicative
- Proportion of HGVs compared to motorised traffic has decreased
- Overall reduction in traffic
- Reduction in HGVs – 86% Harper Road
Width restriction results

<table>
<thead>
<tr>
<th>%HGV before and after width restriction</th>
<th>2017</th>
<th>Sep 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harper Rd 1</td>
<td>2.2%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Harper Rd 2</td>
<td>5.8%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Harper Rd 3</td>
<td>3.1%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Trinity St</td>
<td>11.0%</td>
<td>8.8%</td>
</tr>
<tr>
<td>Brockham St</td>
<td>11.8%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Cole Street</td>
<td>3.5%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Swan Street</td>
<td>2.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Falmouth Rd N</td>
<td>2.5%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Falmouth Rd S</td>
<td>4.0%</td>
<td>5.9%</td>
</tr>
<tr>
<td>Meadow Row</td>
<td>11.2%</td>
<td>11.6%</td>
</tr>
<tr>
<td>Rockingham Street</td>
<td>4.3%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Avonmouth Rd</td>
<td>1.6%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Bath Terrace</td>
<td>0.7%</td>
<td>4.9%</td>
</tr>
</tbody>
</table>
Width restriction results

- Peak flows (all traffic) reduced from around 600 to under 500
Width restriction recommendations

- Retain width restriction
  - Reinforced at Harper Road
  - Removable bollards/gate at Bath Terrace
- Continue monitoring and then assess need for further mitigation measures
Width restriction recommendations

- Retain width restriction
- Reinforced at Harper Road
- Removable bollards/gate at Bath Terrace
- Continue monitoring and then assess need for further mitigation measures
Street improvements

- Traffic calming
- Pedestrian comfort
- Opportunities for stopping and resting, things to do and see
- Accessibility
Street improvements

- Traffic calming – spaced 50m apart
- Narrow road
  - remove centre line, cyclist primary position
- Sinusoidal speed humps
- Raised crossings
- Widen traffic island
Street improvements

- Pedestrian comfort
- Wider footways
- More crossing points
Street improvements

- Opportunities to stop and rest, things to see and do
  - Seats - individual/small groups
  - Replace planters at shopping parade
  - Resurface shopping parade
  - Painted utility boxes, play
Street improvements

• Accessibility
  • Dropped kerbs and tactiles at traffic islands
  • Raised crossing- flush with footpath
  • Cycle stands to include some reserved spaces for disabled users
  • Places to rest – arm rests/backs
What next?

- Consultation until 9 December
  - Online questionnaire
  - Interactive map
  - Extra pop up session
  - Site meetings with key stakeholders
- Update design Winter 2018/2019
  - Cabinet member briefing
  - Statutory consultation
- Construction autumn 2019
- Monitoring 2020
Questions

joanna.lesak@southwark.gov.uk
Tel: 020 7525 0127
Policy supporting active travel & healthy streets

- Mayor’s Draft Transport Strategy
- Healthy Street approach
- Draft Kerbside Strategy
- Draft New Southwark Plan
- Southwark Cycling Strategy (2015)
- Physical Activity and Sport Strategy (draft)
- Healthy Weight Strategy (draft)
- Southwark Health and Wellbeing Strategy 2015-2020
- Draft NHS Southwark Clinical Commissioning Group (CCG) & Southwark Council Joint Mental Health and Wellbeing Strategy (2017-2020)
- Sustainable Modes of Travel Strategy (2009-2019)
# Kerbside Strategy

<table>
<thead>
<tr>
<th>Priority</th>
<th>Intervention</th>
<th>Why?</th>
</tr>
</thead>
</table>
| 1        | Highway safety                                   | • Healthy Streets  
• Air Quality objectives particularly around schools  
• Impacts on all kerbside users  
• Statutory obligation  
• Reduce pedestrian and cyclist casualties  
• Vision Zero objective |
| 2        | Pedestrian improvements for all ages and abilities | • All users are ultimately pedestrians  
• Social equity reasons  
• Consistent with adopted movement hierarchy  
• Most efficient use of space  
• Economic benefits |
| 3        | Cycle improvements                                | • Cycling is for all ages and abilities  
• 10 per cent by 2025 target  
• Contributes to many public health objectives  
• Economic benefits |
| 4        | Public transport & shared mobility options        | • Typically bus stop/ rail stations- high footfall environment  
• Efficiency, environmental & social equity reasons  
• Journey time improvements  
• Ease of accessibility |
| 5        | Delivery & Servicing                              | • Support local economic activity  
• Minimise conflict with other road users  
• Green last mile trips |
| 6        | Street trees/ green infrastructure                | • Climate change adaptation  
• Reducing surface water run-off  
• Reduce urban heat island impact |
| 7        | Parking allocation priority on residential streets | Discourage commuter parking and prioritise, where required:  
• Disabled parking  
• Residential cycle parking including adaptive bikes  
• Car sharing vehicles  
• Resident vehicle parking  
• Disabled parking  
• Prioritise short stay spaces for shoppers |