

# Harper Road Street Improvements consultation

## Summary results

Version 1.00\*

23 January 2018

\*This document will be updated with details of subsequent consultations

Author: Transport Projects Team, Highways

Officer	Position	Version	Distribution date	Comments
Joanna Lesak	Project Manager	1.00	23/01/2018	First release

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# Harper Road Street

## Improvements consultation

in the context of other  
 street and shopfront  
[Harper Road](#)  
 Southwark council

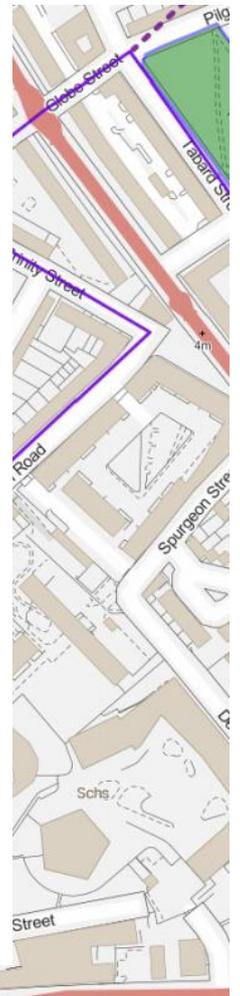
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Figure 1 Location of Harper Street with cycle routes (current and planned)

# Consultation results – information gathering

## Friends of Harper Road Triangle 9 June 2017

A site visit was held with members of the resident group “Friends of Harper Road Triangle”

The following concerns were expressed:

- Don't remove on-street parking entirely
- Don't remove 20 mph signs

Ideas included:

- Remove traffic islands “pinchers”
- Remove old fashioned speed humps and replace with current speed humps, painted with large white triangles (as recently installed in Falmouth Road)



- Make pedestrian crossings raised to encourage drivers to stop
- Consider making Harper Road one way
- Consider narrowing the junction of Brockham St and Harper Road to allow for a better placed pedestrian crossing
- Convert Dickens Square to parkland
- Insert parklet in front of Ellington House/shops
- Remove “traffic priority” one lane traffic in front of Garland House/Branwell House as cars ignore this and intimidate cyclists (potentially the 8m width of road could allow 2 lane traffic)
- Insert parklet in front of Joseph Lancaster Primary School/ Garland Close to prevent mopeds using pedestrian walkway/cycle way to Symington House
- Use the widened pavement in front of Bramwell House as an opportunity for something like David Copperfield Gardens to prevent coaches and cars mounting the pavement

- Review parking restrictions along Harper Road to restrict it on portions that are pinch points
- Create segregation between cyclists and cars where possible



## Shopkeepers 5 and 7 July 2017

A site visit was held and the majority of shopkeepers interviewed one-to-one about their ideas and aspirations for the area, particularly the shopping parade public realm.

The following concerns were expressed:

- Locals walk, don't park so much
- Elderly clients find it difficult to cross the road at Harper Road north of Swan Street
- Would like communal garden
- People speed past crossing at Newington Gardens and at Mosque
- Would like one-way at the shopping parade (northbound)
- Would like business permits for parking
- Like design of Park by Castle Leisure centre
- Would like water feature inside park
- Would like to cross over to park
- Hygiene (smelly bins) and vermin
- Unused shops
- Traffic speeds and HGVs
- Collapsed pavement due to damaged drainage and rat burrows
- Not enough parking
- Lack of space for tables and chairs
- Antisocial behaviour at permanent seats/under trees



Ideas included:

- Relocate bins to across the street in a centralised area
- Angled (“echelon”) parking
- Would like to cross over to park vs would like to retain TfL cycle stands as they look modern
- Multiple electric vehicle charging points
- Re-landscape open up space for tables and chairs and create attractive planting
- More lighting

### **Dickens Square Park consultation 5 July 2017**

A consultation event was organised by the Parks department from Southwark Council at Dickens Square Park community centre to present concept plans for the Parks redevelopment and also to introduce the Harper Road street improvements project in the context of Healthy Streets.

The following concerns were expressed:

- HGVs- what can be done to stop them now?
- Traffic speeds

### **Globe Academy site visit 7 July 2017**

A visit was made on 7 July 2017 at the entrance to the school at 9am and lasted for half an hour. The Principal Matt Jones expressed the following concerns:

- Too many HGVs and high traffic speeds mean that it feels intimidating for pupils to use the road
- Half of pupils from infant/primary school cross the road to go northwards.
- Secondary school pupils use eastern footway rather than wide footway on the western side as they turn left at New Kent Road to go to Tesco and complete their journey home.
- Footways too narrow on eastern side of the road means that pupils cannot comfortably use the footway and need to be accompanied by teachers at end of school to ensure safety.
- Lorries mount the kerb when negotiating the left turn which poses a safety issue for pupils.

The principal suggested the following:

- One-way system from New Kent Road to Falmouth Road (although mindful of offsetting problem)
- Safer crossing at infant school entrance.

### **Mosque 7 July 2017**

A site visit was held with members of the mosque (Imman, trustee and practitioner) to discuss their ideas and aspirations for the area.

The following concerns were expressed:

- Children attending evening classes not having safe places to cross the road
- Speeding vehicles and HGVs
- Need for parking due to large congregation, especially on Fridays

Ideas included:

- More safe crossing points
- Speed reduction
- Retain parking at Dickens Square
- Double yellow lines outside mosque to ensure safety and prevent illegal parking

### **Friends of Harper Road Triangle 20 July 2017**

A meeting was held at 160 Tooley Street (Council Offices) between 10am and 12pm with Ward Councillor, Cabinet Member and members of the Friends of Harper Road Triangle group.

Subjects discussed included traffic, parking, road closures. There was an update on milestones and some information on project stages and engagement/consultation.

Questions for TfL were raised and documented.

### **Cycle ride with cycle stakeholder group 12 July 2017**

A cycle ride was held Wednesday 12 July 2017 and was attended by members of the Southwark Cyclist Stakeholder Group including Living Streets.

Concerns were raised about

- high volumes of traffic
- HGVs
- Feeling intimidated
- Lack of crossing facilities for pedestrians in the vicinity of Dickens Square Park

Ideas proposed included

- Segregated cycle lane
- Sinusoidal speed humps
- More crossing points in the form of raised tables

## TfL meeting 15 September 2017

A meeting was held at 160 Tooley Street (Council Offices) with the Senior Portfolio Sponsor of the Road Space Management – Sponsorship team. Monitoring data was discussed. TfL was satisfied that traffic numbers are stabilising and confirmed that numbers were similar to what was expected. TfL expressed support of the borough in addressing concerns in regards to HGVs and stated they were willing to work together in the future to find solutions. In response to questions asked by council officers (on behalf of Friends of Harper Road Triangle) the following points were made:

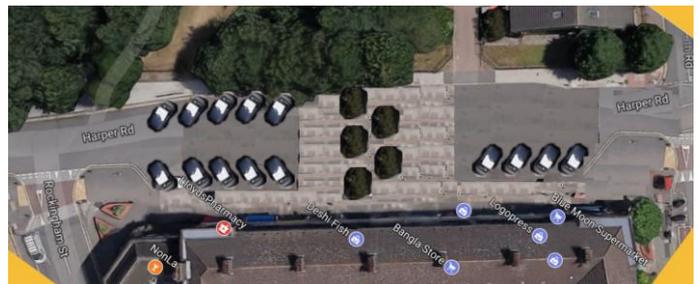
- Confirmed that another TfL team manages the strategy with regards to specified routes for freight/HGV fleets on the Transport for London Road Network. Present TfL officers said they'll be happy to provide contacts.
- No knowledge of origin to destination studies for HGVs in the area. Suggested analysis of video survey data to be undertaken at cost to the borough.
- Confirmed that the methodology for the traffic counting was Manual Traffic Counts (MTC).
- TfL did not mention a stated threshold over which an increase in traffic is considered significant.
- Further monitoring for Harper Road is planned for June 2018 as part of the E&C Benefits Realisation stage. This will be the final stage of monitoring. Monitoring continues for a period of three years.
- In regards to results of E&C Benefits Realisation, no known issues would have an effect on traffic coming into Harper Road via Borough Road
- Data was provided for the other roads in the area. However, data for Great Dover Street did not include HGV classification data as Great Dover Street is outside the E&C project area.
- Latest data for Borough Rd and Harper Road was provided.
- Acknowledged that left-hand turn from London road is still an issue (lane difficult to access because it often occupied with buses), TfL is monitoring and working to resolve the issue.
- TfL officers were not in a position to comment on whether bus or general traffic congestion is an issue on London Road and could this be pushing motorists onto Borough Rd-Harper Road but suggested this be discussed with appropriate network management officer at TfL.
- TfL officers present at meeting were not in a position to re-evaluate qualitative response they provided to the Mayor (Q4 2016). They suggested the question for the Mayor can be

asked through the usual channels to the Mayor rather than TfL

- In regards to request for signage at the St George's Circus to encourage HGVs to use London Road – TfL officers said that a different team look after this (Network team), and contacts can be provided.
- No plans to review the geometry and layout of St George's Circus in regards to how it affects the flow of traffic into Borough Rd vs London Road, As this falls outside the E&C project area.
- TfL officers acknowledged the positive effect of the scoot system used on London Road which has improved traffic flows
- TfL officers stated that colleagues in Buses had already undertaken a review of the services stopping at stops on London Road and that some service frequencies had been amended. Further information could be obtained from their bus colleagues.
- TfL confirmed that they interact with the Satnav companies with respect to routing preferences, so changes to the network can be captured. In vehicle SatNavs will also require updating for most effective use.
- At junction outside Borough Station (Borough High Street and Great Dover Street, TfL officers were not aware of issues with capacity at the right turn from Borough High Street into Great Dover Street. TfL's Network Management team are better placed to provide advice. TfL officers present were not in a position to provide details of proposed plans to redesign the junction as this is being progressed by a different team, however, could provide contacts in the Network team.

## HGV issue & road closure- September - December 2017

The council's Transport Project team listened to suggestions from residents and stakeholders in August to October 2017 for how to deal with the high volumes of HGVs and general traffic. The council gave careful consideration to the idea of a road closure at the shopping parade as illustrated in an mock up example below kindly provided by residents.



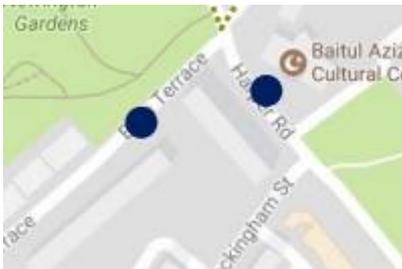
After discussions with internal stakeholders and colleagues however it was thought this would displace traffic onto side roads and negatively affect the

permeability of the area. Local residents also pointed out that in side streets the buildings are much closer to the road kerb, so the effects of pollution and noise would be worse. With the current traffic volume levels we feel that a width restriction is a better option at this stage. In particular this could reduce the high number of southbound HGVs entering via both Harper Road and Trinity Street.

## HGV issue & width restriction- November to December 2017

We contacted stakeholders and residents in November 2017 to let them know that we were minded to explore a width restriction and received some limited feedback by phone/email about locations including access needs of the orchestra at Trinity Square. We then contacted 83 people on our distribution list to organise a wider resident and stakeholder site meeting for 1 December 2017. Supporting information of the proposed locations and monitoring plan was provided on the consultation website with a link to an online form on 30 November 2017.

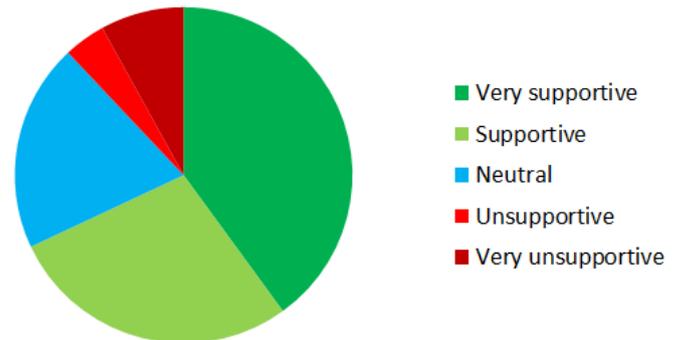
The site meeting about the proposed width restrictions at the Harper Road Mosque was attended by 22 people including residents, TRAs, the Mosque trustee, the Globe Academy school principal, council waste vehicle operator, resident services officer, and Ward Councillor. Residents and stakeholders were given the opportunity to express their views on proposed trial width restrictions, approximate locations of which are shown below and details of which are available on the [Elephant and Castle Harper Road local enhancements webpage](#).



We established that there was majority support for the proposed trial width restrictions by the attendees of the meeting despite suggestions for alternative locations, and concerns about queuing, air pollution and use of side roads such as Cole Street as alternative routes. Concerns about safety for children crossing at Harper Road were noted by council officers and will be considered when choosing material for the width restriction. The minutes are available below in Appendix A.

The informal online questionnaire ran from 30 November to 7 December 2017. We received 26 responses. The key question asked was “What are your general thoughts on the trial width restriction? General level of support” with the options being “very supportive”, “supportive”, “neutral”, “unsupportive” or “very unsupportive”. The

majority (71%) were in support to the trial width restriction. The level of support is shown in the pie chart below.



We also invited comments to the question: “What are your thoughts on the locations of the trial width restrictions?”

One of the main comments was the suggestion for **additional location at Falmouth Road/Globe Academy** to prevent bypass by side roads and to protect the Globe Academy school pupils. We are concerned however of the continuation of any bypassing wide vehicles down Falmouth Road and the impact especially on cyclists using quietway 7 here.

The Council is concerned however that an additional width restriction at this location will be heavy handed and will negatively impact refuse and emergency vehicles. As part of our monitoring plan we will monitor side streets with both ATC traffic counts and video surveys to assess the impact of the width restriction. If the monitoring results show a problem we will consider adding an additional restriction after the junction with Falmouth Road.

There were also concerns about signage with requests for **signage at St George’s Circus**.

We are liaising with TfL in regards to signage to make sure that motorists are alerted to the width restriction on the approaches to St George’s Circus so that they can find alternative routes. We are also liaising with TFL’s officer involved in management of GoogleMaps routing.

Furthermore we have notified TfL officers in relation to freight and fleet programme management, management of coaches, freight company information provision.

There was concern about **access to the Rockingham Estate by waste/delivery vehicles**. We are liaising with the refuse vehicle contact from Veolia to ensure they will not be affected. There are also alternative access points for delivery vehicles as part of the width restriction.

We asked the question “What are your thoughts on the plans for monitoring?”

There was a concern that **not all traffic will be monitored, without differentiation between pedal and motorcycle**. We can confirm that all traffic will be monitored, not just HGVs and we will ask for retrospective and future DfT cycle/motorcycle data to ensure these classes are separated.

The main additional comment was about vehicles travelling at **high speeds**. We hope to address this issue where this is a problem as part of the Southwark Spine project (please check for updates on this project at our [Elephant and Castle Harper Road local enhancements webpage](#)).

There were also concerns about signage. We are working on a signage schedule and liaising with TfL in regards to signage at St George's Circus.

A submission from the TNRA received 6 December 2017 is recorded in Appendix B.

A submission from London Cycling Campaign received 12 December 2017 (after cut off date) is recorded in Appendix C.

Many of the concerns raised by LCC are hoped to be addressed as part of the Southwark Spine in line with the Healthy Streets approach. Suggestions for a cycle bypass will be considered after the trial if a permanent width restriction is implemented.

## Historic:

### Globe Academy Secondary School travel surveys 2010/2011

A hands-up survey in 2010/2011 revealed that 64%/38% were engaged in walking to school and 2%/23% cycled. In regards to Public transport, 4%/12% took the rail/overground and 16%/18% took the public bus. Car travel made up 14% and 32% of the travel in 2010 and 2011 respectively.

### Kerbside Strategy and Cycle Strategy (April 2017 and June 2015)



Figure 2 Commonplace kerbside strategy map

The points raised included:

- speeding cars,
- too many cars,
- too many HGVs and lorries driving down the street,
- not enough green space,
- not enough space on the footway to walk around mature trees, and
- generally feeling unsafe.

You said that you would like to see

- more effective traffic calming measures and other measures to stop volume and type of TfL traffic

(less cars and slower speeds, less lorries and HGVs),

- segregated lanes for cyclists,
- joining up with the green space in front of Ellington House to create a linear park similar to the one around the corner on New Kent Road (David Copperfield Garden),
- improvements and to make better use of parking area in front of courthouse.

# Next steps?

For the more information on the project including timelines please visit the [Elephant and Castle Harper Road local enhancements webpage](#) in the Southwark council website.

# APPENDICES

## Appendix A Meeting minutes: Harper Road Trail width restriction meeting

Date and time: 1 December 2017 2.30pm – 4pm

Location: Harper Road Mosque

In attendance:

Name	Role/Organisation
Joanna Lesak	Project Manager- Transport Projects, Highways
Clement Agyei-Frempong	Principal Project Manager - Transport Projects, Highways
Jonathan Hamston	Engagement Officer
Helen Dennis	Ward Councillor
Sirajul Islam	Labour candidate
Jon Newton	Resident
Ian Smith	Rockingham TRA
Abigail Hope	Dawkins Court (Harper Road Residents)
Annie Wingfield	Trinity / Harper Road
John Tyson	Rockingham TRA
Richard Kane	Trinity Newington Residents' Association (TNRA)
Jon Newton	Resident
Penny Hinves	TNRA
Tanja Jost	TNRA
Mary Jane Kane	TNRA
Lukasz Kulaga	Veolia
Alison Gelder	Rockingham TRA & Harper Road Resident
Natasha Brown	London Borough of Southwark - Housing – Resident Services Officer
Mohammed Uddin	Mosque Trustee
Euan Wingfield	Resident
Leon Williams	London Borough of Southwark - North West Area Cleaning Manager
Matt Jones	Globe Academy Principal

### Notes

Joanna Lesak opened the meeting by briefly describing the proposal to introduce temporary width restrictions subject to evaluation. Residents and other representatives were each invited to offer comments.

Resident/Rockingham TRA: Concern that the restrictions would create a bottleneck and make it unsafe for people crossing the road at the points where it narrows.

- Clement noted that we would make sure the blocks do not block the whole traffic island so that people could still cross there. The traffic island however is not a formal crossing point. Residents shared observations that many people use the traffic island to cross the road.

Helen Dennis: Scheme needs to take into account that the HGV use is not all the time. Also, there is a need for very clear signage. Helen also observed that it was obviously tricky that the pots of money for this work were coming from different places.

Resident: Amazed to see mention of the Trinity Road/Swan Road route as a potential alternative rat-run.

- Joanna clarified that this had been identified as a potential risk to be mitigated rather than something we were aiming for.

Resident/ Rockingham TRA: Risk of long line of vehicles waiting to get through with engines running. Has there been any attempt to just use signage against large vehicles?

- Clement accepted that queuing was a risk that we would assess. If so, we may have to look again at a 1-way system or alternative traffic calming measures.

Resident/Rockingham TRA: Width restriction on Bath Terrace is a no-go – it restricts legitimate use by people on the south side of Rockingham and e.g. delivery vehicles to shops. In reality HGVs are a very small proportion of current traffic and it's actually smaller vehicles giving us most of the problems. Therefore the width restriction is a bad idea, and what we need is to keep traffic moving smoothly.

Resident Services Officer's report of complaints from many residents about the volume and speed of traffic on Harper Road. Also, concern that waste vehicles etc. continue to have some kind of access to the streets.

Mosque rep: Identified an issue with the width restriction and children crossing. Could we have a temporary crossing near to the mosque? The current crossing by Falmouth Road is in the wrong place and hardly used.

Resident: Major issue that you can't turn left at New Kent Road. Supports width restriction at top of Harper Road. The no-left-turn is 'insane' – TfL to blame.

- Joanna noted that there would be signs for people coming from Borough Road. We can't have the restriction at the top of the road because this could lead to queues at the entrance to Harper Road.

Resident: Will we make sure satnavs are adjusted once the width restriction is in place?

Resident: TfL should change the signage at George's Circus.

Resident/Rockingham TRA: if HGV get to the barriers, what do they do next? There is no turning circle.

- Clement noted that issues like this would be part of the monitoring process.

Rockingham TRA: What is the expectation for HGVs that actually need to access the estate? We need to consider the smaller roads that may be used as cut-throughs.

Resident: Concerned that Harper Road is effectively split in half with no reduction to the noise and traffic on the half near the school. Concern about children crossing. Concern there will be no change in noise and safety and traffic jams at school closing time.

Resident: HGVs less of a problem than the volume and speed of the traffic – e.g. motorbikes doing sloms around the sleeping policemen.

Resident: Something must be done about the left-hand turn to Elephant – the traffic is very slow into Great Dover Street.

Resident: The school have policeman at the gate to help.

Resident/TNRA: Harper Road is a B-Road. It's meant to be a connection road with traffic. Putting in a traffic restriction is creating a problem. Combined with major local development projects, means lots of large vehicles will divert down Trinity and Swan – meant to be a Quietway. You need to work on the traffic calming, not stop a B-Road working. You need to change the lights, slow the traffic and enforce the limits. There is also an issue of motorbikes using Trinity and the piazza.

- Joanna noted that under the Road and Traffic Regulations 1984 measures such as width restrictions are justified based on safety or amenity issues rather than the classification of a road. There are safety and amenity issues with the road that need to be addressed especially in light of the healthy streets criteria for the Quietway scheme. She also advised that Marshalsea/Great Dover Street junction was under consultation by TfL until 11 December.

Resident: Change to lights at Borough Road junction with Harper Road means more cars get through – you could change that back to short duration lights.

Resident: lots of money has been spent on the Quietway and we've all adjusted to it. But we also have traffic that doesn't stop. We shouldn't subject it to even more traffic. It's already an issue that traffic doesn't check on the left for bikes.

- Joanna suggested we could look at signage to manage this.

Resident: There needs to be a compromise. We think the width restriction will slow traffic and get rid of HGVs. But we are concerned about the location – and that it will put even more HGVs on Borough High Street and cause queuing blocking access to Trinity Street. There is a need for additional signage to disperse the traffic. Above all, we don't want the road closed.

Resident: measures need to be self-enforcing – i.e. to actually stop lorries going onto the pavement.

Resident: the information about the proposals is clear, but the stats are not accessible to all – can we reformat the core data and re-circulate?

Globe Academy Principal: You must remove the HGVs. Currently have to put staff into harm's way to get children across the road. Afraid that there will be an accident one day. Also, the HGVs sit at the end of the road, pushing diesel fumes straight into young children. Pollution in this area is 'shocking', taking years off people's lives and impacting on children's ability to concentrate. Problem that the pavement is narrowest where the school is – can we improve the pedestrian path on the left-hand side?

Veolia rep: Access is an issue for our vehicles. Need to find out from LBS what the alternative access will be. Will send an email with dimensions of dust carts.

Resident: signage needs to go further back, and need to point to more options than just Great Dover Street.

Helen Dennis: Are we just trialling one option as part of this trial – or are we experimenting with different options.

- Joanna noted that we are constrained by potential works in October. We would only take out the width restrictions during the trial period if there were very serious issues.

Resident: Could something be added on Cole Street mid-trial if needed?

- Clement advised that this could be done if there was a major increase in traffic.

Resident: An alternative way to deal with the HGV issue which has worked elsewhere is just to talk to the companies and get them to change their routes.

Resident: Concerned that proposed bollard + lamppost approach in Bath terrace will not stop HGVs – they will just knock them down and then the route will be open again.

- Clement noted that it was not possible to block the pavement (on Bath Terrace) hence using existing street furniture and bollards.

Helen Dennis: Is there an option to try a light touch/ signage approach first?

- Joanna noted that there was clear local appetite to stop the HGVs altogether.

Resident: Can we include the speed limit on the width restriction signage?

- Clement noted that this would be contrary to regulations. But the Council does have plans to do comprehensive 20mph signage.

TNRA rep: Can we have printed visuals, and can we have more info about how residents can feed back during the experimental phase?

Resident: Can we include a second width restriction on Harper Road at the second traffic priority island to stop HGVs/speeding on the other half of Harper Road?

## Appendix B TNRA response to online width restriction consultation

Joanna, Councillors & Council officers,

I am writing in my capacity as Chair of the Trinity Newington Residents' Association ("TNRA"). TNRA was formed in 1976 for the residents of Newington Trust Estate in London, SE1 (now rebranded as Trinity Village). This consists of Trinity Church Square ("TCS"), Merrick Square and Bedford Row, and parts of Cole Street, Falmouth Road, Swan Street and Trinity Street. TNRA's paid up membership for 2017/18 is currently 216 households – comprising over 400 individuals who have renewed their TNRA membership subscriptions in the last eight months.

Thank you for distributing draft minutes of the meeting on 1 December. My colleague Penny, who led the TNRA delegation, will be reviewing them for any comments in the coming days.

We discussed the meeting on 1 December at last night's monthly meeting of the TNRA Committee and I have been asked to send you our formal response to the consultation that concludes tomorrow.

TNRA has supported residents in Harper Road seeking remedies to increased traffic flows following road changes at the Elephant & Castle. In 2016, we joined a delegation at a Community Council meeting and we have assisted at a number of traffic monitoring sessions in Harper Road in the last two years. We are therefore generally supportive of the Council's proposal for two trial 6'-6" width restrictions in two locations - on Harper Road outside the mosque and at the north end of Bath Terrace. However, this support is conditional on the following.

First, we would appreciate assurances from our councillors/Council officers that the existing calming measures in Trinity Village will remain unchanged, particularly the Trinity Street gate and the associated ANPR cameras. Absent the Trinity Street gate, the introduction of width restrictions in Harper Road will result in traffic diverting from Harper Road to Trinity Street and Falmouth Road.

Second, if the trial width restrictions result in a material increase in overall (ie the 5% rule for heavy traffic is not the only criteria to apply) traffic volumes going through the Trinity Street/Swan Street/Cole Street/Globe Street/Trinity Street/Falmouth Road bypass route, we ask you to take action to avoid this and consult with TNRA as to the action (which could include the possibility of an additional width restriction at the north end of Falmouth Road). It is not acceptable to address issues in Harper Road by pushing more traffic through Trinity Village. Our streets, unlike Harper Road, are almost completely residential. The streets are often very narrow, with people sleeping in ground floor flats in historic properties with walls a single brick thick, no double glazing and only a few feet from the road.

Third, we would like to see improved advanced signage before St George's Circus warning drivers about the width limit and suggesting alternative routes eg "Width limit at Harper Road 6' 6" - for Bricklayers Arms use London Road or A2." This will give drivers plenty of notice of the width restriction and give them a *choice of route* including via the Elephant and Castle (where everyone says they should be going) and so reduce potential pressure on the Borough High St/Great Dover St junction and lights.

Fourth and finally, we would want all measures to be self-enforcing.

Best wishes

Chair

TNRA

## AppendixC LCC response to online width restriction consultation

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. This response was developed with input from Southwark Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

This scheme is opposed. It will not improve conditions sufficiently on a Quietway route to enable a wider range of people to cycle – the stated aim and guiding principle of Quietways. Instead, a “low traffic neighbourhood” or “modal filter cell” covering the area bounded by the A2, A3 and A201 is recommended.

### Specific points about this scheme:

- Removing wider vehicles from these streets will simply not provide major benefits to walking, cycling or the local community. It is likely many large vehicles will simply divert to other side streets in the same area – such as Avonmouth Street, Tiverton Street and Rockingham Street. More of an issue, all of the small vehicles, and possibly more than before, will continue to use Harper Road as a through motor vehicle route. In the middle of Harper Road, over 6,000 vehicles daily use the street, of which less than 5% will be removed by a width restriction of this nature. On a weekday, by Southwark Council figures, over 6,000 motor vehicles would still use Harper Road (5,903 week average).
- Harper Road forms part of the Southwark Spine Quietway route. 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 dramatic motor vehicle reductions, beyond the likely amount provided by width restrictions, will be required.
- A very small number of “modal filters” would be required in the area to remove all through traffic from it, thus avoiding displacing traffic “onto side roads where buildings are much closer to the road kerb”. As an example, filters on Bartholemew Street south of Deverell Street, on Bath Terrace south of Harper Road, on Rockingham Street south of Harper Road, on Falmouth south of Harper Road, on Tiverton Street, on County Street west of Harper Road and on Harper Road south of Falmer Road (locations indicative only) would completely remove through motor vehicle traffic from the entire network of residential and side streets bounded by the A2, A3 and A201. This would likely be of far greater benefit to residents in terms of pollution, health, noise, community cohesion etc. This would be more in line with the Mayor's draft Transport Strategy to tackle vehicle dominance and promote “Liveable Neighbourhoods”.
- If any width restriction scheme does go ahead, design should be to ensure cycling along this route is not worsened. Width restrictions such as this one proposed can introduce points of conflict between those driving and those cycling – and care should be taken to ensure cycling is given clear priority through the restriction, and to slow motor vehicles down. Ideally a bypass for cycling will be provided with a design that again reinforces cycling priority at entrance and exit. Similarly, parking around such width restrictions should be spaced away from the restriction appropriately to avoid conflict. Any cycle provision should be 1.5m wide to enable a wide range of cycle types to pass through.

### General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's “Healthy Streets” checklist. A healthy street is one where people choose to cycle.

- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “Critical Fails” eliminated.