

**Do you support the measures we are proposing on this section of Harper Road, between Borough High Street and Newington Gardens?**

"the council should install modal filters to reduce traffic on Harper Road and the surrounding area."

- 1) Make speed humps continuous as oppose to small square separate humps.
- 2) Do not remove Islands this provides safety
- 3) Remove cameras in the years they have been there, they havnt had any noticeable improvement to lives.
- 4) Increase & improve grassed areas, these are the only noticeable measure that has served the community both visually, mentally & for social enjoyment.
- 5) Do not put messy allotments on green grassed areas...
- 6) Open ALL green grassed areas with small gardens and benches for people to enjoy...
- 7) Brighten-up the Newington Gardens, it's quite scary for families to enjoy and it's the only green space that now attracts drug use.
- 8) Do not create cycle lanes on an already narrow road, we are fine cycling on the road itself.

Additional crossings are perhaps not so necessary?

Are full width speed humps really better for Cyclists? I would have thought the facility to ride between speed cushions would be an advantage for Cyclists.

As long as on street parking on single yellow lines remains I am happy with the changes. My neighbours and I are not able to get parking permits and a few of us have to drive for work purposes. Therefore removal of any parking (as was done during covid with the introduction of double yellow lines on one side) would financially impact and we would risk losing our livelihoods.

At present when cycling onto Harper road at this end you are forced to come into the road because of the parking bays. With the gaps in the humps you can aim for them and normally cars will ai to go further out to use the gaps (thereby not decreasing speed). If the humps are made full road the cars may not move over to give cyclists room (as no gaps to aid them) and even if they decrease speed they may still be much closer than comfortable.  
It would be great if the humps were made full road and the parking bays moved further along or gotten rid of (unlikely I know). Basically this isnt a nice bit of road to cycle on especially if heavy traffic has been held at the lights for long.

Cycle lanes without speed bumps would be great.

Does not go far enough to stop rat-running and through traffic

enough is enough with cycle roads and LTNs, you direct traffic flow to specific routes than occured and massive congestions and carbon emissions due to that stupid ideas. if Russia attacks here you need HGV drivers not cyclists, I cycle too and resident there for long time and never had any dangerous situation so far. keep it as usual

First comment : The height and profile of all the proposed full-width speed cushions along Harper Road should be, (as a minimum), equal to those installed in Falmouth Road, (as an example).

1. The proposed full width speed hump adjacent to the Newington Gardens' Dog Park Section and Newington Gardens park itself would be better positioned adjacent to the entrances to the Gardens and the Dog Section entrance gate and could become a new informal raised crossing at pavement height as per the suggested new crossing at the entrance to the Dickens Fields Park, (please note this is not Dickens Square!!!!).

Perhaps it could also be painted as a 3D Zebra Crossing/Walkway using a detailed optical illusion giving pedestrians the feeling of walking on air and will get the attention of drivers, (as has been done in Iceland and India to name a couple of international locations). This would greatly improve the safety of pedestrians accessing both sections of the park and would further help to reduce traffic speeds.

2. Reconsider the proposed expenditure to raise some entrance ramps to pavement height, either as some are not really necessary and will make little or no difference to either pedestrians, buggy users, or even mobility scooters and the like: in the case of the entrance to Hotel Elephant, surely this can be included as a condition for the developer.

3. The pavement build-out on the corner of Swan Street and Harper Road at the Dog Park, should be extended as a "hump" to take account of the continued growth of street trees and ensure that mobility scooters and pedestrians with buggies/children-in-hand can safely move freely along this section of the road without having to struggle over root structures and the like. This would also, together with the construction of the raised carriageway at the road junction greatly reduce the speed of vehicular traffic exiting Swan Street.

Personally, from the point of view of cycle safety, I would reverse traffic flow in this section of Swan Street and move the cycle "path" to the other side of the road as most cycles using this section do so from the south, NOT the north: however, without further restrictions to rat-running/through traffic using Harper Road to gain access to New Kent Road south of Elephant & Castle and the flyover at Bricklayers Arms, this would cause uproar in Trinity Village!!

4. The parking areas should be broken up and become "parklets". It would be good to see a reduction in parking generally along Harper Road to improve provision for cyclists and promote the use of public transport for those attending the mosque predominantly only at midday prayers on Fridays.

I would like to see such "parklets" used to restrict road width and making more use of single lane movement with priority always being given to north travelling traffic.

Could existing on-street parking on Newington Gardens side be replaced with footway level parking bays to allow more space for cyclists?

<p>5. There is no specific mention of cyclists in this section of the proposed key strategic north to south cycling route, the Southwark Spine: in order for this major cycleway to be safely achieved and to connect to Borough Road there needs to be segregation for a cycle path from road traffic and parking, (as in Borough Road), presents a considerable problem: that said, if it is not done properly whilst these improvements are being made, it will be money wasted.</p>
<p>6. Car Club bay ??</p>
<p>7. Install height restriction barrier at junction of Harper Road with Newington Causeway together with associated signage in Borough Road to further deter large vehicles from entering Harper Road and subsequently causing damage to mosque when struggling to turn 180 degrees.</p>
<p>Good to be using 100mm high full-width sinusoidal humps. Ideal is that 100mm high calming features are spaced no more than 50 metres apart from each other.</p>
<p>I am a bit surprised that the project continues all the way to the New Kent Road where they're is no facility for a cyclist and where cyclists should not be encouraged to go</p>
<p>I do not object to any of the proposals, all of which offer some improvement on the baseline, but:</p> <ol style="list-style-type: none"> <li>1. I'm not sure how you are proposing linking the South End of Harper Street to New Kent Road, which is generally a fairly unpleasant road to cycle on. Please ensure that a proper cycle junction is installed using timed or button-triggered rather than sensor lights (which are prone to failure). Alternatively, beginning this section of the spine at the south end of Falmouth Road and adding a proper junction from the cycle path on the south side of New Kent Road to Falmouth Road (where we currently have to use a toucan crossing and then shared, often busy, pavement) would give cyclists a smoother crossing and be much more intuitive in my view.</li> <li>2. Please reconsider adding speed humps at all, and consider alternative traffic calming measures such as cameras or more road narrowing. They're unpleasant for older or less able cyclists and, in traffic, create a slow-fast dynamic that is harder for cyclists than drivers. They're also very ineffective for the SUVs that seem to increasingly be the culprits of speeding in Southwark.</li> </ol>
<p>I like the removal of the islands, to benefit car and road users, though widening the pavement and raising sections is an unnecessary cost, given the number of pedestrians that use the road. Cross-section 3 is detrimental to cyclists as it forces cars and cyclists together whereas it's much safer when there is enough space for cyclists and cars alongside, hence suggest widening the road.</p>
<p>I'm sorry to say that I cycle a lot along Harper Road but don't think these changes make much difference. Introducing the width restriction was an improvement, but car drivers just speed up after being held up by it, and turning right into Falmouth St is one of the less pleasant incidents on my journey. I don't think these changes make that any easier, and so it's hard to see that they will lead to substantive increase in cycling in this area. To achieve that, you would have to introduce modal filters.</p>
<p>In frequent walking journeys along this section of Harper Road, I have never been aware that speeding is an issue. The only benefit to increasing the cushion width would be to curtail speeding by motor bikes - not currently a significant issue. Money wasted.</p> <p>Extension of the pavement across the existing entrance to 23 Harper Rd is also unnecessary - if it takes place, the work will need to be coordinated with the schedule of the likely development of Kings Place, where this section forms the vehicle access to the site, and for which the removal of the existing mature ash tree is deemed to be needed where the proposed development encroaches on the existing pavement area.</p> <p>The proposed extension to the Swan St pavements adjacent to 25 Harper Road also seems largely unnecessary other than a small gain in the space required to walk around existing mature trees, next to the 'dog park', where tree roots have severely disrupted the pavement - an issue that has never been addressed previously. It is highly likely this junction will become part of a route for construction traffic - as previously happened with the construction of Trilogy, despite the undertaking by the developer to avoid that route.</p>
<p>Include road closures to the Harper Road at the junction with New Kent Road or Newington Causeway. As a resident, I feel like this road is being used as a rat run between the two major roads</p>
<p>It all seems like busy work - I believe these changes will make life worse for road users and have no effect for pedestrians and cyclists.</p> <ul style="list-style-type: none"> <li>- Narrowing carriageways makes pedestrian and cyclist visibility worse and also means cars overtake cyclists and motorcyclists with less space.</li> <li>- Harper Road is relatively quiet and the speed cushions currently in place do a good job of regulating speeds (my living room looks out on to Harper Rd). What data do you have suggesting the speed cushions are not doing a good enough job?</li> </ul> <p>The only part of this proposal I support are additional plant beds in layout 3.</p> <p>The changes I would like to see are:</p> <ul style="list-style-type: none"> <li>- Speed cushions remain</li> <li>- Road/carriageway width is not narrowed</li> <li>- Cycling is made easier on quieter streets (e.g. as you have done at the end of Globe Street)</li> </ul>
<p>It's better to install modal filters to reduce through traffic and encourage walking and cycling.</p>
<p>Make Harper Road One way northbound only between New Kent Road and Borough High Street. To much traffic uses this road as a short cut making it dangerous.</p>
<p>Make the road more brighter by cutting back the trees.</p> <p>Signage for the width restrictions need to be more visavke as everyday there are big lorries trucks coaches who still come flying down to the restrictions outside the masjid and then have massive problems reversing into bath terrace or brockham street, this happens a few time everyday still. It also puts young children and elderly in danger when the big vehicles reverse as it's very difficult to do so.</p> <p>The barriers should Ideally move from outside the mosque as alot of people</p>

Using this crossing to go to the mosque and the park, there is too much activities and only a matter of time before a accident happens.
Modal filters would significantly improve the safety and confidence of cyclists using this route, which forms part of my daily cycle commute (from Camberwell to Holborn via Waterloo).
More greenery, plant beds, trees, etc.
Needs modal filters
No need for cyclist to cause additional hazards on the road as they don't obey any rules. Cycles are annoying and problematic for any pedestrians.
Makes road crossing more confusing for my young kids.
Not sure why the street is not being filtered to stop through traffic especially as it is part of the Southwark spine. Speed jumps do not address traffic volume. Are there sufficient jumps to prevent speeding between them?
Speed cushions are much better for cyclists than speed bumps as you can ride on the flat section which is a lot more comfortable than going over bumps. The traffic in any case is always relatively slow on Harper Road so this is not necessary
The area needs to be an LTN with modal filters
The change to speed lumps across the road is an improvement. Pavements extension giving pedestrian access to court car park is fine but not so important. The extension across to west of Trilogy Building is likely to be a waste as the proposal to build on the corner of Harper Road and Borough High Street will entail access being required by builder's traffic. Access to other court entrance opposite Swan Street is not required. Pavement extended around the corners of Swan Street need to be wide enough to accommodate the existing trees and still give space to pedestrians, especially with prams, shopping trollies etc A pedestrian crossing giving access to Newington Gardens opposite the junction with Swan Street would be more useful giving access straight into Newington Gardens than the present crossing (see Layout 2).
The closure of all roads leading into harper Road from great Dover Street is a major flaw causing severe stress for us living in the Rockingham Estate. So I will not support more restrictions as it will only increase pressure on us.
the council needs to install modal filters on harper road and the surrounding area. the current proposals are not appropriate for a cycle route - they provide neither physical protection nor do they reduce motor traffic levels
the council should install modal filters to reduce traffic on Harper Road and the surrounding area
the council should install modal filters to reduce traffic on Harper Road and the surrounding area.
The problem is that it is unusable for a cyclist. Nothing here really addresses that. The speed 'table' is ok, but this section in particular looks like twenty year old solutions that don't really work in the 2020s... It's odd; the overwhelming sense of this is that you don't know what you are trying to achieve, other than neatening up lamentable public realm. Harper Road has needed to be freed from really impactful abusive driving its entire length for years and years, the lives of both my children in fact! It is and will remain a notorious rat-run, for rats, truckers, and commuters. I wish you had taken feedback seriously and been willing to act.
The scheme should have segregated protected cycle lanes. The scheme should not change speed cushions to speed humps. Speed cushions are safer for cyclists as they can cycle around them.
There are way too many cars rat running through this area for it to be a safe cycleway, I won't use it or allow my children to cycle unless there are less cars. These measures are a waste of money, we need traffic restrictions to stop the rat running not just speed bumps!
There is too much traffic on Harper road to cycle safely. Southwark should filter out vehicle traffic to make the road safe for cycling
There is too much traffic, this does nothing to address that. Need more modal filters to make the neighbourhood an LTN.
There should not be a speed bump by the kerb to make it easier for cyclists. Consideration needs to be given to how cyclists will negotiate speed bumps
These changes are largely cosmetic and won't create a safe cycling route. The council should install modal filters to reduce traffic on Harper Road and the surrounding area.
These improvements are welcome but the street will still be hostile to cycling due to the high volumes of traffic cutting through. It would be much cheaper and much more effective to invest this money in reducing through traffic.
This is a busy road with lots of pedestrians crossing. There should be modal filters installed to reduce traffic on Harper Road and the surrounding areas.
This is a really badly designed scheme that is a waste of money. It is decades behind what other inner London boroughs are delivering. If Southwark is serious about its promise to be net zero by 2030 and reduce car use to a minimum, it should filter out through motor traffic then use rest of the funding elsewhere to make a real difference such as bus priority and cycle lanes on main roads.
Far from making cycling easier - the key need is to cut motor traffic - these proposals are so badly designed that it makes cycling conditions worse, e.g. cycle lanes in the dooring zone and that are narrower than the DfT recommended minimum width. It also makes the public realm worse, while including no sustainable drainage, continuous footways over side roads (rather than just entrances) etc.
This is better than nothing. But if you want to encourage people to use the Southwark Spine, you need to make them feel safe. And the only way of doing that - particularly for novice cyclists - is to provide segregated cycle lanes.
This is not a good use of money, there will still be too many cars to make this suitable cycle route for anyone who is not a very confident cyclist. We need area wide traffic restrictions to make a low traffic neighbourhood.
This scheme is simply not good enough for a flagship "Spine" strategic cycle route.
Harper Road carries >4000 vehicle movements per day. This is too high for a good cycling level of service without protected cycle lanes.
Given that a protected-lane scheme doesn't seem feasible here, the alternatives are to reduce traffic volume or send the spine on a different route.
"Southwark Cyclists" have proposed a Bus Gate scheme which would preserve and enhance bus access on Harper Road while keeping non-local private traffic on the primary road network. Please investigate their designs - a shared route with access traffic

and buses would be better for cyclists, pedestrians and bus passengers - added together, these are the majority of road users in the area.
To help with traffic speeds the scheme should also include additional 20 limit signs and trimming of trees to ensure existing signs are visible
We need less on street parking along this section of the route and wider footpaths. Most of the time the parking spaces are unoccupied.
Why isnt through traffic removed. In my 30 year experience of schemes road humps are the prelude to installing filters to remove through traffic, why not go straight to filter.
Will the scheme be monitored for whether it leads to an increase in cycling & walking?
Widen path that runs between Harper Street and dog park as it is very narrow due to two established trees that should not be removed
You should install modal filters to reduce traffic on Harper Road and surrounding area.

<b>Do you support the measures we are proposing on this section of Harper Road between Newington gardens and the parade of shops?</b>
A large number of people - and in particular a large number of children - cross the road in front of the mosque. They either use the existing island just south of Bath Terrace/Brockham Street, or the width restriction as a "safe" point to assist them as they cross the road. Very few people cross the road to the mosque by the zebra crossing or by the shopping parade. So removing the traffic island will add a new hazard and seems to be a pointless exercise. it may also increase the speed of vehicles approaching the width restriction. Its removal will certainly make it easier for the large lorries and coaches to do their turn around after discovering they cannot get through the width restriction...
A much better solution would be to raise the level of the road at the crossroad (Bath Terrace/Harper Road/Brockham Street) which would slow the traffic at the approach to the area where so many people cross and will make it safer for people to cross at that junction.
I also do not understand why you are not planning to raise the zebra crossing, too, but if you actually did a survey you would find that the stretch of road between Rockingham Street and Bath Terrace is a major pedestrian crossing point and simply saying that people should use the designated crossing point will not change that fact.
A separate and safe cycle lane would be a substantial improvement on this road
Additional crossings are perhaps not so necessary?
Again, baby steps. It's true that this is better than the last iteration of this scheme, so thank you for that. It's just such a terrible road and oppressively car/vehicle dominated, despite a 20mph limit that makes very little difference. I can only tell you my experience, which is an up to twice a day cyclin and sometimes also walking one. It's a frightening, dangerous, neglected, messed-up, but mainly danger road in this section especially.
Positives; adding that tiny bit of cycling infra to the road restrictor is great! Vehicles behave appallingly at that restrictor and as a cyclist you have to avoid it for your own safety. It is astonishing how almost every vehicle of whatever size, small car thru vans don't; know the width of their vehicle, get very slow, nervous, anxious and leery at anyone not in a similar tank. This will help. But the problem is that it is a commuter rat-run, massively damaging to people who live in the immediate and nearby neighbourhood. Why won't; you address this?
.Actual cycling infra is what is missing here. On Harper Road itself!
.I welcome the table across that disastrously dangerous junction with Falmouth Road; at last!
.I wish you could be more ambitious with the planting, though it's; good to see and an addition to the previous plans. This carriageway is so extravagantly wasteful when space is so ltd for residents hereabouts and multiple uses can be made of such vast space! This feels pretty lame I have to say.
As long as on street parking on single yellow lines remains I am happy with the changes. My neighbours and I are not able to get parking permits and a few of us have to drive for work purposes. Therefore removal of any parking (as was done during covid with the introduction of double yellow lines on one side) would financially impact and we would risk losing our livelihoods.
Crossing is needed in front of mosque - and preferably widened pavements for users of the mosque. Proposed removal of traffic island and pacing of new crossings means anyone crossing from Brockham St to Bath Terrace will have to divert from direct route.
Ditto. It's better to install modal filters to reduce through traffic and encourage walking and cycling.
Do not change the area pavements, road or island outside mosque and Dickens square.
Open-up front of Newall house with a garden and seating area.
Remove black fences along sickens square park/Harper road
Make area outside Harper road/Falmouth road shop nice open walk through garden and seating area
Allow free parking outside shops
Further restricting the road width at Brockham St will create increased difficulty for larger vehicles that cannot negotiate the existing width restriction after mistakenly trying to cut down Harper Rd. Vehicles trying to execute multiple-point turns have caused traffic jams backing up to Borough High St, and damaged the low wall around the Mosque.
Why narrow the pedestrian pavement for a cycle 'by-pass' when they can easily get through the width restriction? It will not prevent potential clashes between cycles and motor vehicles.

<p>Good to see Southwark removing traffic islands which are only about priority for motor vehicles.</p> <p>Is the width of the cycle bypass suitable for all cycles?</p> <p>Are the zebras on walking desire lines?</p>
<p>I would raise pedestrian crossings and use an artistic zebra crossing like those by the Tate Modern/Union street not just flat back and white . First zebra crossing to be moved from before bath/brockham street to after bath/brockham street as more people cross using this part of Harper Road</p> <p>Cycle bypass added to southbound width restriction would be a safety concern for two reasons</p> <ol style="list-style-type: none"> <li>1. Will encourage motorbike and moped riders to skip the restriction. This needs to be designed to prevent motorbike and moped riders using the cycle bypass</li> <li>2. Cyclist rejoining the road after the bypass could be at risk from cars accelerating away from the width restriction. Road needs to be designed to segregate/feed cyclists back to main road</li> </ol> <p>Informal raised crossings do not work and are unsafe . This needs to be a pedestrian crossing with traffic lights to be safe especially as cars and mopeds speed up on this section post the width restriction</p> <p>Cycle lane needs to be segregated or as a minimum a lane painted on the road in blue not just cycle symbols on the road</p>
<p>Less traffic/ modal filters are required. The proposed changes do nothing.</p>
<p>Modal filters required</p>
<p>More greenery, plant beds, trees, etc.</p>
<p>Needs modal filters.</p>
<p>Perhaps needs a further further full-width hump between Bath Terrace and Rockingham St</p>
<p>Please note: the park area south of the mosque has been renamed in its regeneration as Dickens Fields!!</p> <ol style="list-style-type: none"> <li>1. Move the pedestrian crossing to the end of Brockham Street in order to promote its use by people crossing to/from the entrance/exit of the Newington Gardens and Bath Terrace rather than crossing the road without the safety of the crossing. The crossing itself should be raised to pavement level rather than the present drop to road level. This will also improve safety for users of the mosque, especially during schooling sessions for the children.</li> <li>2. Extend the proposed pavement corner of Brockham Street and Harper Road to accommodate this move, which will also improve the safety of pedestrians, (especially those with buggies), navigating the corner around/over the roots of the large London Plane tree on that corner.</li> <li>3. I like the proposed new informal raised crossing by Dickens Square pathway: if this cannot be a formal zebra crossing, perhaps it could be painted as a 3D Zebra Crossing/Walkway as described in comments in preceding section.</li> <li>4. As in section 1, there is no allowance for cyclists.</li> </ol>
<p>Reduce access to vehicles parking in Dickens Fields adjacent to the Mosque. It resembles a car park on busy days and restricts playing area for children.</p>
<p>Remove the 4 parking spaces on Harper Road adjacent to Dickens Square Park. The parking spaces are rarely used and the footpath here is too narrow. The car club parking space can be relocated to a side street or outside the shops .</p>
<p>Remove the restrictions to the top end of Harper road when it comes to Newington causeway,</p> <p>Put a proper Crossing for the park and mosque as it's heavily used and needs safer crossing.</p> <p>Some benches outside on the pavement near Harper road where The pub is, will make it more friendlier and some plants along the front of the park and mosque</p>
<p>Removing the traffic island may result in traffic travelling faster up to the zebra crossing. An additional speed bump would be good on this section between the dog park and the width restriction.</p> <p>The road is narrower before the junction with Brockham Street and if the traffic island is removed and the parking extended, it is likely that vehicles will park all the way up to the junction during busy times and this is likely to obstruct the junction and impede traffic - particularly bikes. It is worth noting that vehicles currently park outside the parking bays during times when the mosque is busy and traffic restrictions are not enforced during these times and that it is only the traffic island that stops vehicles parking closer to the junction with Brockham Street.</p> <p>Parking on the street generally is well managed but at busy times there are often issues with cars parking in non designated places and have been incidents where they block access to side roads, so any scheme needs to take into consideration that this behaviour is likely to continue.</p>
<p>Replace the traffic islands north of junction with Brockham St and south of junction with Bath Terrace with a raised informal crossing - the whole four way intersection could be raised - this is the point at which most people cross Harper Rd from Brockham St and Bath Terrace. Removing the islands will make this more dangerous and encourage traffic to speed up following the calming hump at Swan St.</p> <p>There is a great need for a crossing of some kind at the mosque. Many children cross here each day, often using the road narrowing and the existing traffic islands. A zebra crossing would be ideal, or an informal raised crossing at the road narrowing.</p>
<p>Same comment as before. Why is the street not being filtered to address volume of traffic? Are there a sufficient number of speed humps to ensure traffic speeds remains slow throughout?</p>
<p>Southbound cycle bypass - At times the pavement outside the mosque can be busy and removal and/or restriction of the footpath will not benefit pedestrians. I have regularly used this with my buggy - has this idea been checked with those with disabilities. I am concerned that improving conditions for cycling may be to the detriment of pedestrians.</p>

<p>Informal raised crossing - The rejuvenated Dickens Square park has led to a welcome increase in the number of children that use the facilities. If a crossing is to be introduced it should be a clear so that vulnerable people are not adversely impacted.</p>
<p>Southwark should filter out motor vehicle traffic to reduce traffic on harper road and the surrounding areas.</p>
<p>Speed cushions are much better for cyclists than speed bumps as you can ride on the flat section which is a lot more comfortable than going over bumps. The traffic in any case is always relatively slow on Harper Road so this is not necessary</p>
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<p>The traffic island north of Brockham street helps to slow down vehicles, apart from motor bikes which speed on either side of the road. Designated crossing is not much used (see Layout 1 comments) but should be moved a few yards. Pavement extensions around the corners of Brockham Street are welcome but could create a problem when large vehicles , having failed to read width restriction notices, try to reverse out of Bath Terrace in order to turn round to go back. This risks backing into the wall of the Mosque, which has been crashed into already. "Informal" crossing by Dickens Fields welcome. Speed humps also welcome.</p>
<p>The width restriction is good at stopping large vehicles and slowing down cars but it often results in the cars speeding quite quickly after it.</p>
<p>Make Harper Road One way northbound only between New Kent Road and Borough High Street. To much traffic uses this road as a short cut making it dangerous.</p>
<p>There are way too many cars rat running through this area for it to be a safe cycleway, I won't use it or allow my children to cycle unless there are less cars. These measures are a waste of money, we need traffic restrictions to stop the rat running not just speed bumps!</p>
<p>These changes are largely cosmetic and won't create a safe cycling route here. The council should install modal filters to reduce traffic on Harper Road and the surrounding area.</p>
<p>These improvements are welcome but the street will still be hostile to cycling due to the high volumes of traffic cutting through. It would be much cheaper and much more effective to invest this money in reducing through traffic.</p>
<p>This area is confusing with the slip road for parking in front of the shops. There are a lot of pedestrians and children crossing the street here. The road narrowing that has happened already has helped slow cars down, but not enough. Modal filters should be installed to reduce the traffic on Harper Road and the surrounding streets.</p>
<p>This is a really badly designed scheme that is a waste of money. It is decades behind what other inner London boroughs are delivering. If Southwark is serious about its promise to be net zero by 2030 and reduce car use to a minimum, it should filter out through motor traffic then use rest of the funding elsewhere to make a real difference such as bus priority and cycle lanes on main roads.</p>
<p>Far from making cycling easier - the key need is to cut motor traffic - these proposals are so badly designed that it makes cycling conditions worse, e.g. cycle lanes in the dooring zone and that are narrower than the DfT recommended minimum width. It also makes the public realm worse, while including no sustainable drainage, continuous footways over side roads (rather than just entrances) etc.</p>
<p>This is better than nothing. But if you want to encourage people to use the Southwark Spine, you need to make them feel safe. And the only way of doing that - particularly for novice cyclists - is to provide segregated cycle lanes.</p>
<p>This is not a good use of money, there will still be too many cars to make this suitable cycle route for anyone who is not a very confident cyclist. We need area wide traffic restrictions to make a low traffic neighbourhood.</p>
<p>This section of the road is wide enough to accommodate a cycle lane. Why doesn't the proposal include one?</p>
<p>To help with traffic speeds the scheme should also include additional 20 limit signs and trimming of trees to ensure existing signs are visible</p>
<p>Something needs to be done to ensure Dickens Sq doesn't become clogged with cars - when the mosque is very busy you basically have to walk through a car park to access the park! Parking restrictions and cameras to ensure they are obeyed may be required</p>
<p>Traffic volume on this road is too high, it needs bus gates - see my answer to Q2.</p>
<p>Yes. Good changes, but cyclists need to be considered when thinking about road-wide speed bumps.</p>
<p>(blank)</p>

<p><b>Do you support the measures we are proposing on this section of Harper Road, between Falmouth Road and New Kent Road?</b></p>
<p>“the council should install modal filters to reduce traffic on Harper Road and the surrounding area.”</p>
<p>1. At junction of Falmouth Road with Harper Road on easterly corner there is a post, (lamp-post?), which obstructs clear free passage of pedestrians, etc., using the route to the Surgery building or Dickens Fields Park. 2. To the south of this, there are brick wall structures and an entrance which similarly obstruct the free passage for pedestrians: these either need to be removed, re-constructed, or better still for the pavement to be widened to remove the restriction.</p>

<p>3. The "Base 2" proposed cross section, staggeringly, is the only place along the complete length of this part of the "key strategic north to south cycling route", the Southwark Spine, which contains any indication of "improving facilities for cycling along Harper Road" .....and then for only an exceedingly short section. If, as stated at the start of this "consultation" that this aspect of the proposals is as important as any wishes to improve the pavement and crossings and create a more pleasant environment for everyone using the street, this is an appalling state of ambition.</p>
<p>Again, additional bike friendly speed bumps as traffic tends to accelerate at the end here and is likely to do so despite the narrower road width as there is usually very little traffic coming the other way.</p>
<p>Again, modal filters would significantly improve this scheme: where I have been able to avoid most vehicular traffic on commutes I have felt significantly safer.</p>
<p>As a resident of County Street I would like further information about the proposed new parking bays and can't see any details in this consultation</p>
<p>As long as on street parking on single yellow lines remains I am happy with the changes. My neighbours and I are not able to get parking permits and a few of us have to drive for work purposes. Therefore removal of any parking (as was done during covid with the introduction of double yellow lines on one side) would financially impact and we would risk losing our livelihoods.</p>
<p>Continuous footpath should be created across the driveways on this section of Harper Road. This would reinforce the sense of pedestrian priority and create a more uniform look to the street. As well as the guard railing, the bollards should also be removed from the footpath.</p>
<p>Cycle lane needs to be segregated or as a minimum a lane painted on the road in blue not just cycle symbols on the road          Raise pedestrian crossings replacing existing island should be an artistic zebra crossing like those by the Tate Modern/Union street not just black and white          Zebra crossing directly in front of the school should be a traffic light operated pedestrian crossing          What is happening to the give way section that has a cycle bypass that can not be used due to parked cars? Would it not be better to put the plant beds back further to allow for the segregation and parking?          There is a large expanse of concrete slab pavement from County Lane on the Brandon House side why has this not be utilised by tree planting, or plant beds and cycle parking? Maybe one or three chairs to sit on. Parents waiting for their children from the school would benefit</p>
<p>Ditto. It's better to install modal filters to reduce through traffic and encourage walking and cycling.</p>
<p>Do not remove parking on Harper Road.</p> <p>Do not put an allotment on the green Bramwell house plains.</p> <p>Plant flowers and exotic trees and seating area on green outside Branwell house</p> <p>Do not put cycle lanes on Harper Road at all.          The temporary cycle lance outside the school was horrendous and unsafe and too close to the school.</p> <p>Remove Island outside the school put a continuous hump</p> <p>Raise the zebra crossing</p>
<p>Given that the end of Harper Road has a large school would it not be possible to make it into a School Street ?          It is not clear what has happened to the "Quiet Way" and if this effects the proposals on Harper Road. A sizable amount of money will be spent on this scheme which still needs much more thought, and consideration given to the overall function of the of cyclist movement in the area</p>
<p>Good but just keep those humps nice and regular...opportunity for an extra hump to the south-east of Falmouth Road</p>
<p>Great news on removing unsightly guard railing and increasing planting beds</p>
<p>Great to see railing &amp; traffic island motor priority measures removed &amp; replaced with a zebra for actual walking priority.</p>
<p>Remove parking bays as parking=car ownership=car use &amp; there is a climate emergency</p>
<p>I am unclear about the changes regarding yellow lines. It looks like you are adding in a note at the end of this section plan saying Harper Road will have double yellow lines along the length of it. You have not listed that in the summary text above. Are you proposing to remove all of the single yellow lines and replace them with "double yellow, double tick" lines? and the same for the existing double yellow lines, too? Why? To speed up traffic along the road? To push informal parking that currently happens on the road into the Rockingham Estate? The three plans you have provided do not show these double yellow lines anywhere. So, why are you adding that major change in as a easily missed note at the end of the last plan? I know the traffic people in Southwark wanted to do this a few years ago and we objected to it then. So, if you are planning to turn the whole of the road into a double yellow double tick zone, it needs to be clearly stated so people can see that is what you are proposing. Major changes need to be much more clearly stated in this consultation. If No one notices this (apart from me) it does not mean that people agree with this change.</p>
<p>I think this is a fabulous proposal all round for Harper Road.</p> <p>On this 'Section 3' I would love to see benches added along with the planters, in a similar vein to what you have installed outside the Globe academy.</p> <p>There is plenty of space on the west side of the pavement and would create much needed dwell time and interaction for locals and people passing through.</p> <p>Other than that and as I local resident, I fully support the changes to the road so thank you.</p>



<p>It's good to see some carriageway reductions on the Eastside. The pavements have been unfit for purpose for decades.          .Good to see anything that slows this lethally dangerous high speed rat-run for commuters and commercial drivers but you needed to do so much more and seem determined not to try.          .The problem is that you have just smoothed the curve for these drivers and not made infrastructural changes to slow them down beyond a couple of bumps?! It; quite shocking to see. Elsewhere in London there are much more effective s-bends introduced to aide walkers and cyclists and those irritating things; residents, to live their/our lives.          .This looks like a scheme design by out-of-town drivers who like racing down that road...          .I wonder whether the advocacy of residents and communities here is just exceptionally weak or just why it is that the LA won't take these issues seriously? Why make these changes at this point in time, against feedback, to make life continue to be very easy for non-residential drivers? It makes no sense and is fantastically disappointing.          .This stretch, some rather vague greening aside, which looks extremely tokenistic, is lethally dangerous to cycle along and nothing here is designed to begin to address that. You plainly want to continue to discourage healthy cycle riding along Harper Road and I find that extremely disappointing.          As a resident, parent, commuter-by-bike you are obviously uninterested in these categories of being. This was an occasion to act at long last, to make serious changes to ameliorate the oppressive dangers never mind pollutions of vehicles who are non-resident and so guests in our neighbourhood. Where do you live? Why have you ignored the feedback of residents which is continuous with all forward thinking policy too? I despair. I will not despair... ;)</p>
Modal filters
Modal filters on Harper Road, Falmouth Road and Meadow Row are needed to create adequate walking and cycling conditions in this area.
modal filters required
Modal filters should be included on Harper Road to reduce traffic. Also, any planting beds should be designed as SuDS.
More greenery, plant beds, trees, etc.
Same comment as before. Speed humps do not address volume of traffic - why not filter to stop through traffic. Are there sufficient jumps to keep speed down throughout?
Same reason as my first reason
Street Bins and overnight toilet facility
The area needs to be an LTN with modal filters
The bottom end has parking space When you pull in from New Kent road it's always impossible to pass due to the parked cars as the cycle restrictions put in for covid,  Many times there have been accidents here need to redesign, remove the parking put double red.
the council needs to install modal filters on harper road and the surrounding area. the current proposals are not appropriate for a cycle route - they provide neither physical protection nor do they reduce motor traffic levels
The Council should install modal filters on Harper Road and the surrounding area.
The council should install modal filters to reduce traffic on Harper Road and surrounding area.
the council should install modal filters to reduce traffic on Harper Road and the surrounding area
the council should install modal filters to reduce traffic on Harper Road and the surrounding area.
The cycle lane should at least have light segregation with wands if not fully segregation with a kerb. Especially if the Road is to remain two way
Make Harper Road One way northbound only between New Kent Road and Borough High Street. To much traffic uses this road as a short cut making it dangerous.
The pavement is widened, but there is no protection for cyclists. There are high volume traffic along this road, the majority of them are rat run using this road to bypass the Elephant and Castle roundabout. A road closure should be included in the proposal
The pavement needs to be widened along the whole of Harper Road especially leading from Ark Globe Academy primary entrance right through to New Kent Road.  Far too often our students overspill onto the road at the end of the school day with over 1400 students and 200 staff members potentially leaving the school at the same time. This leads to children walking in the roads and cars bibbing. This pavement must be expanded for public safety.
Thanks,
The proposed plant beds may initially add interest to this section, but if the pattern with other such installations in the borough is repeated, they will not be maintained adequately, and become dominated by nettles and other weeds - as well as rubbish bins.
No further comments about the other proposed measures.
There are way too many cars rat running through this area for it to be a safe cycleway, I won't use it or allow my children to cycle unless there are less cars. These measures are a waste of money, we need traffic restrictions to stop the rat running not just speed bumps!
There is too much traffic on these roads to allow for safe cycling. the council should filter out motor vehicle traffic through a low traffic neighborhood.
These improvements are welcome but the street will still be hostile to cycling due to the high volumes of traffic cutting through. It would be much cheaper and much more effective to invest this money in reducing through traffic.
This is a really badly designed scheme that is a waste of money. It is decades behind what other inner London boroughs are delivering.  If Southwark is serious about its promise to be net zero by 2030 and reduce car use to a minimum, it should filter out through motor traffic then use rest of the funding elsewhere to make a real difference such as bus priority and cycle lanes on main roads.  Far from making cycling easier - the key need is to cut motor traffic - these proposals are so badly designed that it makes cycling conditions worse, e.g. cycle lanes in the dooring zone and/or that are narrower than the DfT recommended minimum width. It



also makes the public realm worse, while including no sustainable drainage from carriageway, no continuous footways over side roads (rather than just entrances) etc.

This is better than nothing. But if you want to encourage people to use the Southwark Spine, you need to make them feel safe. And the only way of doing that - particularly for novice cyclists - is to provide segregated cycle lanes.

This is not a good use of money, there will still be too many cars to make this suitable cycle route for anyone who is not a very confident cyclist. We need area wide traffic restrictions to make a low traffic neighbourhood.

Though the changes will help reduce traffic speeds on the road it doesn't do much to reduce volumes. At times Harper road can get very busy with traffic as people use it as rat run to avoid having to go round the Elephant & Castle Roundabout. It's a residential street and residents plus cyclists and pedestrians would benefit from traffic being restricted through a partial closure, eg preventing left turns onto the new Kent rd at the end. By making driving in the area harder this would also help encourage mode shift away from cars, particularly to walking & Cycling which would be made easier and safer.

To help with traffic speeds the scheme should also include additional 20 limit signs and trimming of trees to ensure existing signs are visible

Traffic volume on Harper Road is too high, see answer to Q2.

Where will people park if the on street parking is removed?

(blank)