

Item No.	Classification: Open	Date: 30 May 2018	Decision Maker: Cabinet Member for Environment, Transport and the Climate Emergency
Report title:		Harper Road and Bath Terrace trial width restrictions – Recommendation for width restrictions to be made permanent	
Ward(s) or groups affected:		Chaucer Ward	
From:		Strategic Director of Environment and Leisure	

RECOMMENDATIONS

1. That the Cabinet Member for Environment, Transport and the Climate Emergency:
 - a) Approves the implementation of permanent width restrictions accessible to emergency services at Harper Road and Bath Terrace with camera enforcement, with estimated cost of £24,000 comprising of £19,200 for implementation works and £4,800 staff costs.
 - b) Notes that statutory objections to the traffic order will be formally considered and determined before a decision is made to amend, if needed, the new width restrictions.

BACKGROUND INFORMATION

2. This report draws upon the detailed analysis of the consultation report (Appendix 1), government legislation, and financial considerations.

KEY ISSUES FOR CONSIDERATION

Summary of consultation process and findings

3. Since 2016 Harper Road has tended to experience a relatively high proportion of large vehicles, up to 18% of all traffic on some sections, compared to similar streets in the borough. The high proportion of HGVs and other large vehicles has been central to community concerns and was a particular safety concern. Harper Road is part of a planned cycle route and the high proportion of large vehicles together with the lack of space to accommodate a continuous cycle lane means the street fails one of the criteria of the Healthy Streets check. The Dickens Square Park refurbishment and residential developments is also expected to bring more pedestrian movements into the area and there are many vulnerable pedestrians accessing schools and the mosque.
4. After careful consideration of a number of possible interventions, the council considered that, on balance, implementing a width restriction on a trial basis was the most appropriate and practical measure. Width restrictions of 6'6" (2.0m) were therefore proposed at Harper Road between Bath Terrace and Rockingham Street

and at Bath Terrace. A period of informal consultation including a meeting with the local community and key stakeholders was carried out in November and December 2017 in regards to the proposed trial. Overall the community and key stakeholders were in support of proceeding with a trial width restriction but raised concerns, primarily about displacement of traffic onto local roads. It was agreed that traffic in the area would be monitored before and during trial and results published for consultation.

5. Trial 2.0m (6"6') width restrictions in Harper Road and Bath Terrace were implemented end of March 2018 under The London Borough of Southwark (Width restriction) (Harper Road and Bath Terrace) (No. 1) Experimental Traffic Order 2018 and reinforced in the week of 11 June 2018 after vandalism to the initial feature in Harper Road.
6. The trial 2.0m (6"6') width restrictions in Harper Road and Bath Terrace restrictions were implemented with a 2.15m space and did not provide for access for emergency services such as fire brigade vehicles.
7. A Healthy Streets Perception Survey of residents in the Harper Road area took place in July and August 2018. This included an online survey available from 11 July to 3 August, and street surveys conducted on the afternoon of Friday 20 July 2018.
8. Informal public consultation on street improvements and including the width restriction took place over six weeks from 29 October 2018 and 9 December 2018, with 2470 residents and businesses within the Harper Road area leafleted and banners displayed on railings at four locations in the street to encourage residents and visitors to have their say using the online questionnaire available on the council's consultation hub via www.southwark.gov.uk/harperroad ;
9. The results of the traffic monitoring "[Width restriction monitoring results: summary V3](#)" (Appendix 3) and air pollution (NO₂) monitoring "Air pollution readings (NO₂ diffusion tube results) 2017-2018" (Appendix 4) were made available via the council's consultation hub:

<https://consultations.southwark.gov.uk/environment-leisure/harperroadimprovements/>.
10. The traffic survey results showed that since the width restriction was implemented traffic flows decreased by 23%, with a substantial decrease of 86% in HGV traffic in Harper Road and negligible displacement of total vehicles in surrounding side streets. PM peak traffic flows in Harper Road dropped to below 500 per hour. Data also indicated that cyclist numbers rose in the area (video counts received more recently from Transport for London in January 2019 confirm that between June 2017 and June 2018 cyclist numbers in Harper Road increased by 76% on average in the PM peak). Air pollution also decreased to safe levels: at two locations by Borough High Street and the Globe Academy school, the average NO₂ levels were above the EU limits of 40µg/m³ before the trial and dropped to below the limit during the trial, showing a positive effect of the width restriction on air quality.
11. The healthy streets perception survey found that 37 people said that there still too many cars and that 17 people asked for a full road closure/filter. In the consultation on the width restrictions, there were 21 requests for a full closure in the width restriction question comments section; it was found that nine of those requesting a full closure lived on Harper Road or nearby and 12 travelled, or visited Harper Road or were part of an organization. Although there is an indication of support for further

measures in the form of a full closure further consultation specifically for this proposal, would be necessary to accurately determine the level of support.

12. The street improvements consultation yielded 62 returned questionnaires from within the consultation area (2470 households). The Healthy Street yielded 132 responses. The headline findings from the review are detailed in Figures 1 and 2. Further details of the consultation process can be found in the consultation report (Appendix 1).

‘Do you agree that we should keep the width restrictions on Harper Road and Bath Terrace as a permanent feature?’		
Yes	No	Undecided
54	7	1

Figure 1

‘As a pedestrian on Harper Road, would you feel the level of motor vehicle traffic is about right, too much or too little?’		
Too much	About right	Too little
81	43	5

Figure 2

13. The general consensus from the consultation is that the width restriction should be retained although there were concerns raised about access for emergency vehicles.
14. The emergency services were engaged for feedback to the design of the width restrictions. Emergency services requested access for all emergency vehicles including ambulances, preferably with camera enforcement to prevent delay of response time caused by lockable gates or bollards. The Metropolitan Police do not have objections to the proposals.
15. The preliminary design plan showing the proposed width restriction layouts at Harper Road and Bath Terrace is presented in Appendix 2 to this report.

Proposals for consideration

16. In view of the overall consultation response, the following recommendation has been made:
 - a) Approve the implementation of a width restriction at Harper Road with two way 2 metre wide traffic lanes, reinforced with two central islands and robust bollards, and a central space between the islands measuring 3 metres prohibiting motorized vehicles except for emergency vehicles, enforced by a camera, to replace the existing trial measure which operates as a 2 metre wide alternate one way lane reinforced with traffic islands.
 - b) Approve the implementation of a width restriction at Bath Terrace with two way 2 metre wide traffic lanes, central islands with robust bollards, with adjacent 2.6 metre lanes leading to a central space between the two islands measuring 3 metre prohibiting motorized vehicles except for emergency vehicles, enforced by a camera and including the removal of two parking spaces, to replace the existing trial measure which operates as two 2 metre lanes reinforced with a central traffic island and bollards.

Policy implications

17. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
- Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets.

Community impact statement

18. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
19. The proposed Bath Terrace width restriction includes 2.6m clearance adjacent to the 2.0m lanes which may result in large emergency vehicles mounting the kerb. However, this may be avoided by using alternative access via Harper Road and Rockingham Street.
20. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any particular community group.
21. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.
22. The Council believes the scheme (having regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality affected and the importance of facilitating the passage of public service vehicles) contributes towards the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

Financial implications

23. The capital cost of works is approximately £24,000 which includes design and project management costs. This expenditure will be funded by S106 funding detailed below:

Purpose	Project code	Account No	Permission Ref	Locality	Ward	Amount	Description
TRA2	W06955	695	13/AP/0501	Borough, Bankside and Walworth	Chaucer	25,000.00	Highway Default Contribution-£25,000 equivalent to s278 Highway Works Bond-

							highway improvements within vicinity of the site; Public Realm Improvements contribution £4000; public open space and play area dev Contribution £2879
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24. Commitments against this project will commence only when funding is approved.

Consultation

25. A consultation has been carried out in advance of this report. The consultation is summarised in paragraphs 8 to 14 of this report.

26. Recommendations have been communicated to Ward Councillors.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

27. The Cabinet Member for Environment, Transport Management and Air Quality is being asked to approve the implementation of permanent width restrictions at Harper Road and Bath Terrace as shown in the design. The need for further amendments to the design, which may become apparent during the implementation stage, may be delegated to officers.

28. Part of the scheme requires a traffic management order. The procedure for implementing a traffic management order involves statutory consultation. The report acknowledges that consideration of any objections received to the scheme during statutory consultation, their consideration and a decision on whether to proceed with that part of the scheme will be subject to a further report to the Cabinet Member for Environment, Transport Management and Air Quality.

29. The report details the consultation which has taken place with residents. Part 3H of the Constitution sets out the requirement for consultation on any non strategic and highway improvement projects and the project has not been referred to Community Council.

30. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the Council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. Whilst the report takes these considerations into account and at paragraph 21 refers to the proposed works improving road safety on the public highway and in

particular for vulnerable road users, it is emphasised that it is for the decision maker to be satisfied that the equality duty has been met.

31. The Human Rights Act 1998 imposed a duty on the Council as a public authority to apply the European Convention on Human Rights; as a result the Council must not act in a way which is incompatible with these rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The implementation of permanent width restrictions accessible to emergency services is not anticipated to breach the provisions of the Human Rights Act 1998.
32. The Council's Constitution gives the Cabinet member for Environment, Transport Management and Air Quality the responsibility for (amongst other things) road traffic management and road safety. Part 3D of the constitution provides that the responsibility for implementing a new traffic improvement project falls to the individual Cabinet Member and it is therefore appropriate for the Cabinet Member for Environment, Transport Management and Air Quality to determine the recommendations set out in paragraph 1 above.

Strategic Director of Finance and Governance (CAP18/063)

33. This report is requesting approval from Cabinet Member for Environment, Transport Management and Air Quality to implement the Harper Road and Bath Terrace trial width restrictions on a permanent basis.
34. The strategic director of finance and governance notes that there are sufficient resources identified with paragraph 23 of this report to fund the implementation of the permanent restrictions within the proposed budget.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan	Southwark Council Environment Highways Network Development 160 Tooley Street London SE1 2QH	Joanna Lesak (020 7525 0127)

APPENDICES

No.	Title
Appendix 1	Consultation report
Appendix 2	Design drawings
Appendix 3	Width restriction monitoring results: summary V3
Appendix 4	Air pollution readings (NO2 diffusion tube results) 2017-2018

AUDIT TRAIL

Lead Officer	Dale Foden, Head of Highways	
Report Author	Joanna Lesak, Project Manager	
Version	Final	
Dated	17 May 2019	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	17 May 2019	