

# **DIY Schools Richard Atkins**

## **- a safer, cleaner, greener New Park Road**

*Informal Consultation - Summary Report October 2015*

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## Executive summary

In June 2015 Sustrans was commissioned by Lambeth Council to co-design a trial intervention to tackle road safety issues outside Richard Atkins primary school on New Park Road.

A trial proposal was developed in collaboration with school children, parents, local residents and community groups based on the problems they identified:

- High number of accidents along New Park Road around the school – 12 between January 2010 and December 2014 including four collisions resulting in injury to children under 10 years old.
- High volumes of through traffic, especially heavy goods vehicles avoiding the traffic lights at Brixton Hill.
- Dangerous parking on the zig zags outside the school gate and on the corner of Lyham road
- Poor air quality – the air pollution on New Park Road is higher than surrounding residential streets.
- Lack of accessible and safe green spaces to play in.

The trial proposal consisted of a traffic filter on New Park Road and the creation of a mini parklet, tightening of junction geometry at the junction with Lyham road and the painting of an informal crossing point at the junction with Kingswood road.

The trial proposals were amended based on resident feedback to include a No Left Turn from Morrish road to Brixton Hill and a secondary traffic filter at the junction of Chale/Lyham and Dumbarton roads. These changes were made to combat existing rat running and prevent displacement traffic increasing volume of traffic on residential streets.

An informal consultation on the designs for the trial took place during September – October 2015. Feedback gathered revealed both support and concerns around the proposed designs for the trial. Sustrans were asked to compile this summary report highlighting feedback from residents and setting out three options for how to continue. Please read the full report for more detailed analysis and comments from this informal consultation and see the options summarised below:

Option 1: Do nothing

Option 2: Carry on with the proposed trial (making changes based on feedback from emergency services and other statutory consultation members and carefully monitor potential increased traffic on other residential streets).

Option 3: With representatives from the school and local residents co-design a traffic calming trial scheme using a number of low cost measures to change the street environment to be more focussed around people and facilitate multiple safe crossings along New Park Road. Explore the possibility of combining this with a HGV ban along New Park Road. Implement interventions along New Park Road, at the junction of New Park Road/ Lyham road and crossing on Kingswood road. Leave all

roads open to motorised through traffic but make New Park Road a less desirable and significantly slower route.

## Project Overview

In June 2015 Lambeth Council appointed Sustrans, a leading sustainable transport charity to address a particular set of concerns the borough, Richard Atkins Primary School, parents and ward members had raised about the number of accidents resulting in injury around the school – there have been 12 accidents between 2010 – 2014, four involving a child under 10 years old. A comparison with Transport for London data suggests that the collision rate is 40% greater on New Park Road between Brixton Hill and South Circular Road than on similar roads in Lambeth.

Sustrans were tasked to collaboratively design a low cost, innovative **trial** intervention to address road safety issues outside the school gate. Initial engagement revealed there were multiple crossing points along New Park Road and surrounding streets that needed addressing as well as the speed and volume of traffic and HGVs travelling along New Park Road avoiding the lights on Brixton Hill. The air pollution on New Park Road is higher than the surrounding neighbourhood streets and a January traffic count noted an average of 5770 vehicles a day.



New Park Road outside Richard Atkins School

On New Park Road, Sustrans want to trial an intervention that will significantly reduce the number of accidents, improve safe crossing opportunities for pedestrians along New Park Road making it safer for children walking to school and improve the air quality by reducing

the heavy through traffic. There is no one obvious, easy solution which will combat all of these inter-related complex issues. This is why an **experimental scheme** with a range of measures included gives us a good chance to see what works and what doesn't. Any intervention we deliver will ensure no surrounding residential streets see an increase in traffic related problems as a result of the trial.



**Map of collisions resulting in injury Jan 2010 - Dec 2014**

## Track record

Sustrans have a track record of co-designing successful similar schemes such as Granton School, Streatham where a primary school wanted to tackle problem parking on the yellow zig zags outside the school entrance. The co-designed intervention implemented in summer 2014 used planters to prevent vehicles parking dangerously outside the school gate and calm the traffic on this narrow residential street.



**Trial intervention outside Granton School, Streatham.**

### **Engagement and Co-design**



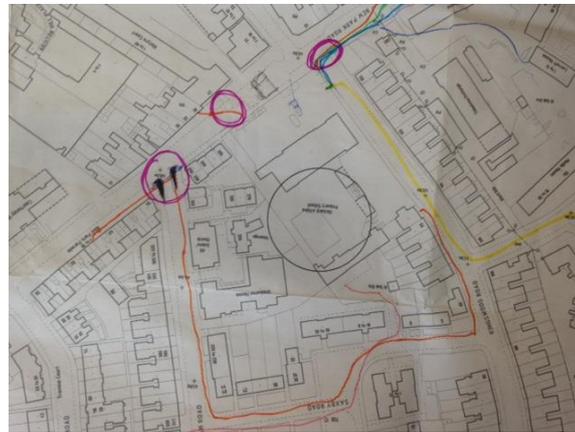
**Pop up meeting 13th August**

Since July 2015 we have undertaken extensive engagement listening to over 200 residents, Richard Atkins Children’s Committee and over 500 parents of children at Richard Atkins. We have organised over

#### **List of Engagement activities:**

- 4 sessions with Children’s Committee
- 4 after school parent pop-ups
- Over 55s consultation session
- Presentation at Safer Neighbourhood Panel meeting
- Sulina and Morrish Road Resident Group meeting
- Meeting with Lambeth Cyclists
- Site visit with local councillors
- Initial 300 household letter drop to properties immediately backing on to school
- Initial and follow up Parent flyer to whole school and staff, 500 copies
- Temporary noticeboard on school gate showing project details and voting on the issues
- Facebook page in nascent stages of engagement:  
<https://www.facebook.com/diyschoolsrichardatkins>
- Pop-up shopkeeper engagement on New Park Road speaking with all businesses along this section of New Park Road
- Three sessions over summer holidays for different audiences, at different times along and around New Park Road (details in flyer attached)
- Clapham Park Community Fun Day
- Letter drop to 3000+ households with trial concept designs
- Two pop up meetings and one formal meeting at Clapham Park Project date during September
- The trial as part of consultation process

12 on site pop ups and meetings locally, visited all the local shops along New Park Road and worked with children and parents at Richard Atkins and local resident groups to better understand the problem and explore possible solutions. Initial proposals for the trial intervention have already been amended a number of times based on resident feedback.



Map showing school children's movement around the school area

The initial design took into consideration the places the children wanted to cross New Park Road on their way to and from school, both across New Park Road to the Happy Shopper, crossing Lyham Road and crossing at the top of Kingswood Road. The children also felt there was very little green space accessible within the vicinity of the school. In light of all this information we put forward the following concept design for feedback amongst parents at Richard Atkins, the Sulina and Morrish Roads Residents Association, Safer Neighbourhood Panel, the over 55s group through the Clapham Park Project and visited all the shops along New Park Road with these initial designs.

**HOW TO MAKE NEW PARK ROAD SAFER**

DIY SCHOOL RICHARD ATKINS | **sustrans** USE THE MOVEMENT

<p><b>NOW</b></p> <p>No safe crossing point to the Happy Shopper. Parked cars blocking visibility. Not obvious it's a school.</p>	<p><b>EXAMPLE</b></p>	<p><b>HOW IT WORKS</b></p> <p>Creation of a mini parklet (with artificial turf) between the entrance to the school car park and Kintyre Close. This will prevent cars cutting through but allow access either side of the closure and a protected crossing for pedestrians.</p>	<p><b>IDEA</b></p>
<p><b>NOW</b></p> <p>Not much space on the pavement. Cars don't give way to pedestrians. Busy road with lots of parked cars.</p>	<p><b>EXAMPLE</b></p>	<p><b>HOW IT WORKS</b></p> <p>Painting a temporary crossing point at the top of Kingswood Road will refocus the street environment around people and encourage drivers to slow down.</p>	<p><b>IDEA</b></p>
<p><b>NOW</b></p> <p>Vans parking on the corner. Cars turn of speed because it's so wide. Very wide and exposed crossing point to the shops.</p>	<p><b>EXAMPLE</b></p>	<p><b>HOW IT WORKS</b></p> <p>Shortening the exposed wide crossing point to the shops across Lyham Road by reducing the width with planters and temporary point giving more protected space to pedestrians and preventing dangerous parking and loading of vans on the crossing point.</p>	<p><b>IDEA</b></p>

Did you know New Park Road has a higher rate of air pollution than the surrounding residential streets. Find out more at [londonair.org.uk](http://londonair.org.uk)

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Concept designs for each initial intervention point



Parents voting on what the problems are along New Park Road

Initial feedback was broadly positive and there was clear acknowledgement that something needed to be done to tackle the accidents around the school and volume of through traffic, especially HGVs. However, three pop up events over the Summer Holidays, despite being publicised in leaflets to all the school children and in letters delivered to 300 households directly around the school, were poorly attended.

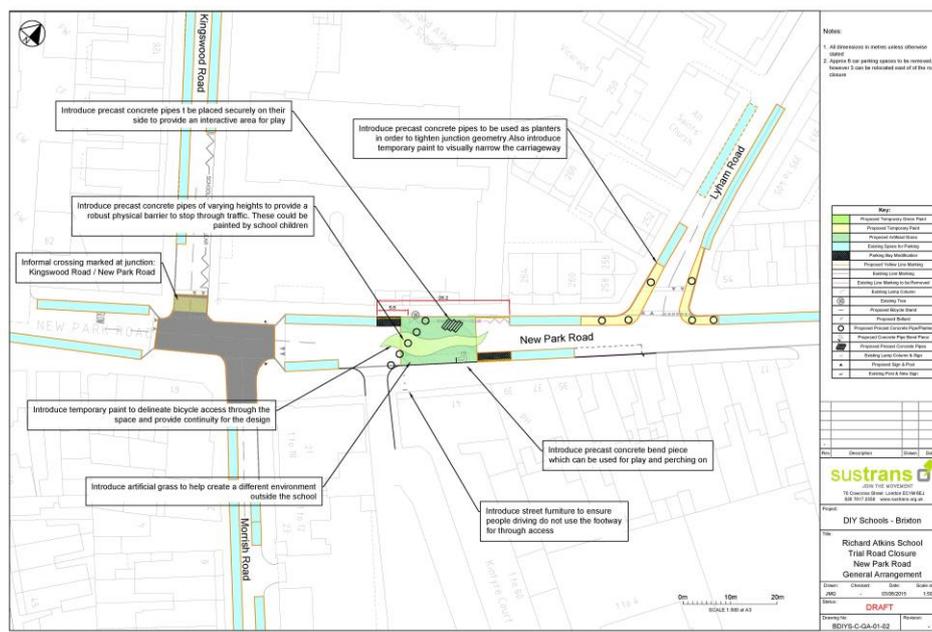


With the designs broadly supported we continued to critique our approach whilst drawing up the documents to take the statutory consultation report forward. We wanted to ensure the planned traffic filter on New Park Road would not divert any displacement traffic on to other residential streets. We listened to local residents' expertise on existing key cut through routes through the neighbourhood.

Concerns raised about possible increases in through traffic on Morrish road cutting through to Brixton Hill and along Dumbarton – Chale – Kingswood roads led us to amend the scheme to include a No Left Turn from Morrish Road to Brixton Hill and a second traffic filter at the junction of Chale and Kingswood roads.

Continuing to respond directly to resident feedback we then amended the location of the secondary traffic filter to the junction of Dumbarton, Lyham and Chale roads to tackle the existing speeding through traffic using Lyham – Dumbarton roads as a cut through to Brixton Hill from Kings Avenue.

### The Proposed Trial



**New Park Road proposed traffic filter and parklet with Lyham road junction and crossing on Kingswood road**





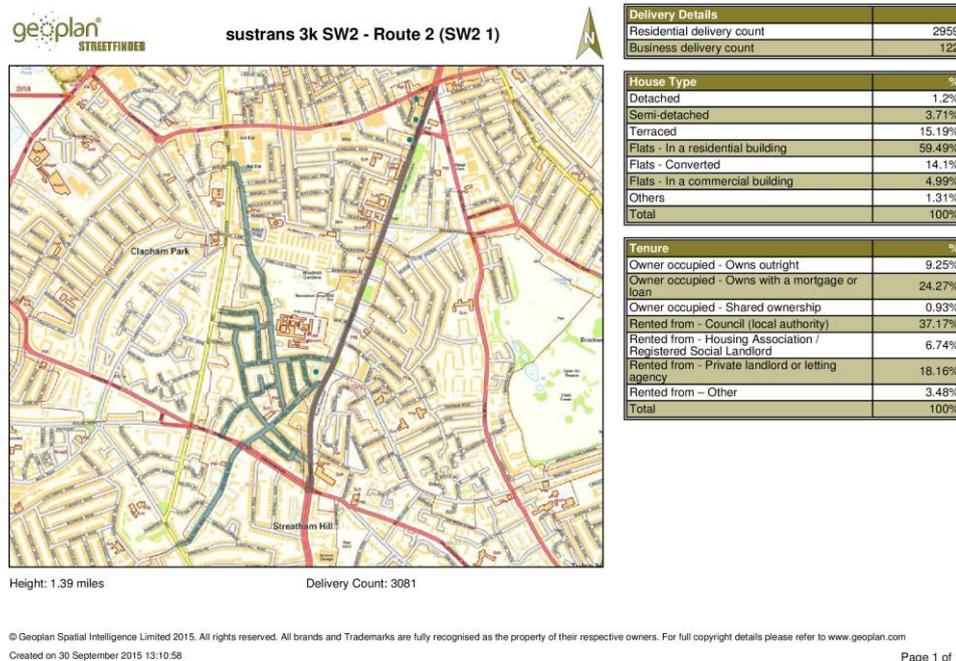
**Visualisation of proposed trial traffic filters on Lyham, Chale and Dumbarton roads**



**Visualisation of proposed trial traffic filter on New Park Road**

## Informal Consultation

In early September Sustrans sent out a letter to 3081 properties in the area.



### Map of households letters delivered to

This letter enclosed details of the project and proposals for the trial scheme and publicised three meetings where residents could find out more about the scheme and ask any questions.

The three meetings were attended by approximately 75 residents. Sustrans have been emailed by 40 residents expressing their views both for and against the trial scheme. Two of the three meetings were also attended by Councillor Martin Tiedemann and one event was attended by a Lambeth Transport Team member. Sustrans were present at all three meetings.



Pop up meeting on Chale Road 23rd September and formal meeting 30<sup>th</sup> September 2015

## Feedback

We have received lots of feedback from residents from across the neighbourhood affected. Whilst some residents were very supportive of the trial approach and the benefits it could bring, the fact it is low-cost and potentially very flexible some were more cautious and problems with the scheme.

There was generally an acknowledgement that there was a problem that needed to be tackled but a fairly widespread belief that a zebra crossing, signs along the route warning of a school and possibly speed bumps would provide an adequate response. Quite a large number of residents felt they had not had a chance to have their say and there was misunderstanding and lack of trust about seeing the trial as a reasonable part of a wider consultation process. Other contexts such as the Loughborough Junction trial scheme were also seen as influential reasons for people to oppose this scheme despite the different local context.

Organised residents in Thornbury Road were quickly very concerned about the possible increase of traffic on their street as a result of the secondary traffic filter and we're in the process of organising a meeting dedicated to these residents to look at what the options are and exploring possible recommendations for calming current traffic problems.

We have collated all the feedback and emails into a brief overview document which does not represent the number of times the same points were mentioned but gives a flavour of the feedback.

Common points raised:

- Restricted access to Brixton Hill/increased traffic on side roads
- Fears over increased through traffic on Thornbury/Kingswood and Saxby roads – increase in existing traffic problems – rat-running, speeding, angry drivers, double parking, delivery vehicles blocking already narrow roads, increase of pollution on side roads or due to standing traffic.
- Access for emergency services
- Why not just install a zebra crossing/speed humps/traffic calming implement behaviour change programmes at school.
- Fears over anti-social behaviour and lack of maintenance in the temporary green space
- Distrust of the process - it's not democratic
- The belief that closing the road will improve air pollution, health, road rage, rat-running, community spirit and road safety.
- The potential impact on businesses and people who need to drive i.e. those with disabilities



## Question and Answers

I have also listed some of the key questions that were raised repeatedly during the informal consultation.

Q. Why won't the school pay for a school crossing patrol?

The school is unable to support the payment of a school crossing patrol due to budget constraints. Even if a crossing patrol was an option it would only support children crossing in one location, at drop off and pick up times. It would not help with multiple crossing points, by a range of pedestrians – including older people who during initial consultation told us they found it difficult and dangerous to cross New Park Road at all times and a crossing patrol would not change the overall street environment from being heavily dominated by motorised traffic.

Q. Why are Sustrans involved?

Sustrans have been appointed as a consultant to the Council to address a particular set of concerns the borough, school, parents and ward members had raised about the number of accidents around the school – there have been 12 accidents between January 2010 and December 2014 - four of these involving a child under 10 years old.

A comparison with TfL data using Levels of collision risk in Greater London (Issue 13, 2012), suggested that the Collision rate was 40% greater on New Park Road between Brixton Hill and South Circular Road than on similar roads in Lambeth. This was based on there being 5 collisions on this 440m section of New Park Road between June 2012 and May 2015 compared with a borough average of 2.7 collisions per 1000m per year for similar roads in the borough.

Q. How have the emergency services and Transport for London been engaged with the scheme:

The emergency services, Transport for London and Veolia were contacted in August with details of the scheme to solicit their views. There has been on-going contact with Transport for London, commencing in August. We are still waiting for a formal response from their Forward Planning Team.

Veolia – no objections raised – meeting to be arranged by Lambeth with Veolia to provide an impact assessment of the scheme

Police – do not have any objections to the traffic filters and creation of the parklet

Ambulance – no response

Fire – some concern over Dumbarton/Chale/Lyham traffic filter, request to see final designs.

As part of the consultation process for the experimental order all services would be formally contacted for a response again before any scheme would be implemented.

## Issues and constraints

Initial scope of the project was small – trial proposals would affect a lot of residents who don't feel connected with the school on New Park Road.

People feel the solutions they already know are the ones that work – a three month trial scheme of something new can provide valuable learning and help people to experience a different street environment less focussed around cars and more focussed around people.

There is a lack of trust between local residents and the local authority – residents concerned that once a trial was implemented it would never be removed even if there were problems with the trial.

Strong perception that making streets better for people and reducing volume of through traffic will negatively impact on local businesses despite evidence to the contrary. A Living Streets Pedestrian Pound case study suggests that well-planned improvements to these public spaces can boost footfall and trading by up to 40%.\*

Potential gaps in the initial scheme developed leading to possible increased traffic on Thornbury, Saxby, Kingswood and Forster roads. Flexibility would have to be built into the scheme from the outset if the traffic filters went ahead in order to react if these did become problems.

Emergency services and TfL have not been responsive throughout the project. Therefore it has been difficult to gain the necessary level of engagement and buy in from these key stakeholders to gather response times and congestion impact assessments.

## Options for how to proceed

Option 1: Do nothing

Option 2: Carry on with the proposed trial (making changes based on feedback from emergency services and other statutory consultation members).

Option 3: With representatives from the school and local residents co-design a traffic calming trial scheme using a number of low cost measures to change the street environment to be more focussed around people and facilitate multiple safe crossings along New Park Road. Explore the possibility of combining this with a HGV ban along New Park Road. Implement interventions along New Park Road, at the junction of New Park Road/ Lyham road and crossing on Kingswood road. Leave all roads open to motorised through traffic but make New Park Road a less desirable and significantly slower route.

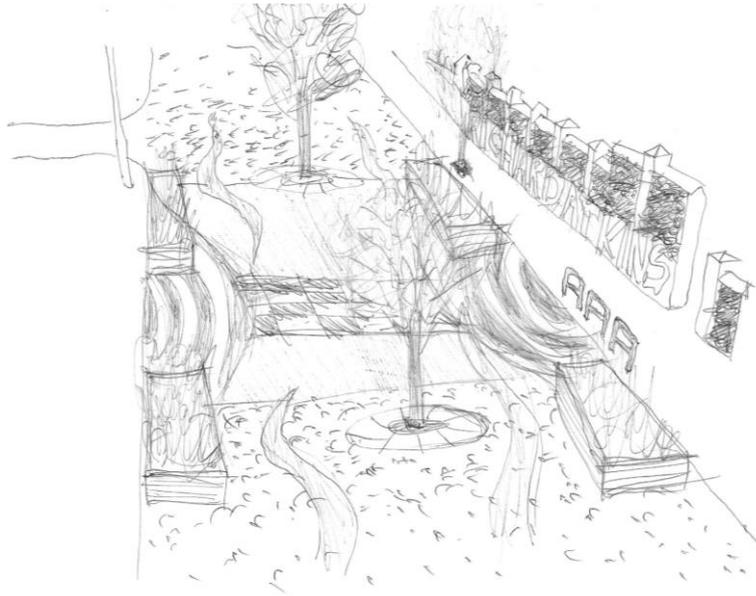
This option could include some of the following tools to achieve the desired affect:

Trees and planters	Not only make a street more welcoming but provide an opportunity to discourage cars from parking on the pavement and create more seating areas. If appropriately positioned, they can help make the
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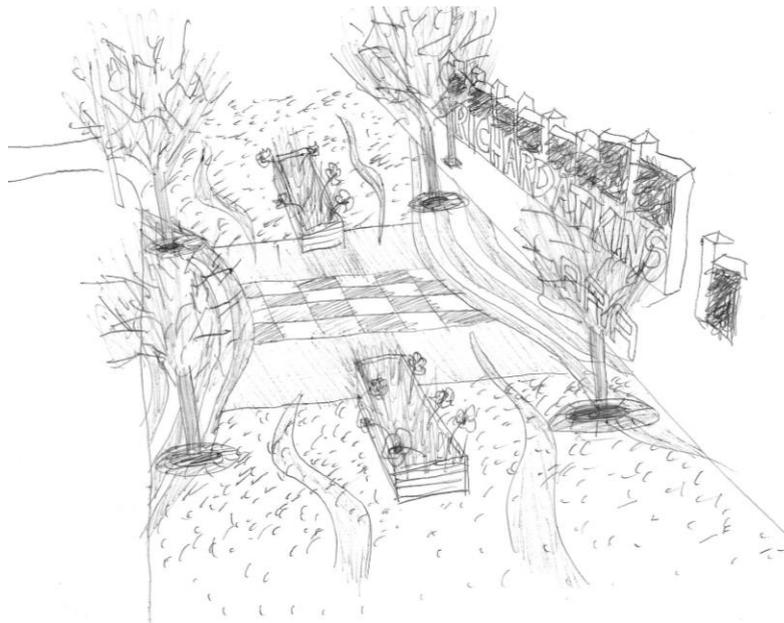
	<p>street feel narrower, slowing traffic down.</p>
<p>Street kit</p> 	<p>This is a new Sustrans temporary modular system that can be locked together to provide temporary solutions and trials of new road layouts, build outs and traffic calming or seating measures.</p>
<p>Patterns on the road</p> 	<p>Patterns on the road help to make the street 'feel' different. Creating a place that is different than any standard highway is very effective in providing a safer and slower driving environment. Patterns also enhance the sense of identity of a street or an area.</p>
<p>Bollards and benches</p> 	<p>The main purpose of bollards is to prevent parking or vehicular access. This can be achieved also with other street furniture like benches, planters, seating, if positioned in the right locations. Small bollards that can provide seating can be very useful in a local shopping area.</p>
<p>Build outs and narrowings</p>	<p>Narrowing the road with a build out has the double effect of slowing vehicles down and shortening a pedestrian crossing, making it considerably safer and</p>

	<p>easier for everyone to cross.</p>
<p>Creating a central reservation</p> 	<p>A central reservation allows pedestrians to cross in two stages. This allows safer crossing at multiple locations along the whole length of the central reserve, rather than concentrating them at a single location.</p>
<p>Art instead of barriers</p> 	<p>Art is a fantastic way of making a place unique, highlighting its meaning to local people. It can also have the function of stopping cars parking on the pavement, whilst creating an intriguing piece of street furniture for people to sit on, or for children to play on.</p>

**Initial concept sketches:**



**Option A**



**Option B**

- Planters and trees used as physical measures to narrow road and reduce vehicle speeds
- The green walls on the school frontage will help to reduce air pollutants.
- Cycle parking stands replace the existing guard railing outside the school entrance.
- Richard Atkins text on the school wall helps to reinforce sense of place.
- Coloured surfacing/paintwork on the road help identify the crossing area.
- Snake images infers vehicle paths

- Increasing intensity of dotted paintwork on road on approach to crossing infers a hazard ahead
- General feel of the design will enhance public realm and aid psychological traffic calming
- Additional lighting measures to ensure area feels light and safe to cross at night

\*Available for download at: <http://www.livingstreets.org.uk/make-a-change/library/the-pedestrian-pound-the-business-case-for-better-streets-and-places>