

Coleman road Consultation Report

1 Introduction

1.1 Background

The Coleman road Neighbourhood Area was identified for proposed improvements including traffic calming and a parking zone. Proposed layout options were developed after a scoping study and initial liaisons with local residents' Association. The neighbourhood was consulted on a number of proposals such as the introduction and preferred hours of operation of a parking zone, replacement of existing traffic calming features, introduction of greenery and the trial closure of Newent Close.

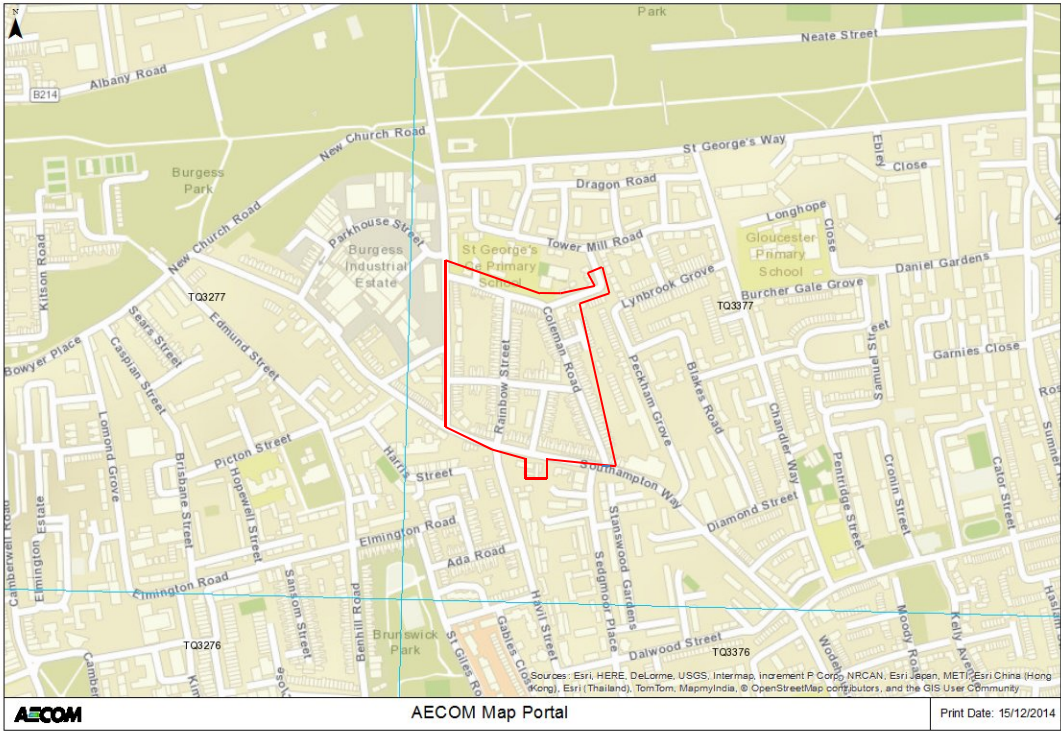
Public consultation was carried out over a 6-week period in December 2014/January 2015 to gauge the level of support for the scheme. Consultation leaflet and questionnaire were distributed on 8th December 2014. The consultation period was extended to take into account the Christmas and New Year holiday period and was completed on 18th January 2015.

As the proposed trial closure of Newent Close would affect people living in the area north of the proposed closure location, a separate consultation on this issue was held in that area. Both consultations were run in parallel from the 8th December 2014 until 18th January 2015.

Two consultation exhibitions were carried out during the consultation period. They were held on Saturday 13th December 2014 11pm – 3pm and Wednesday 17th December 2014 4pm – 8pm at the Trinity College Centre.

Leaflet distribution areas for the two consultations are illustrated bounded by the red line overleaf.

Area 1 Coleman road Neighbourhood Consultation



Area 2 Newent Close Consultation



2 Key issues for consideration

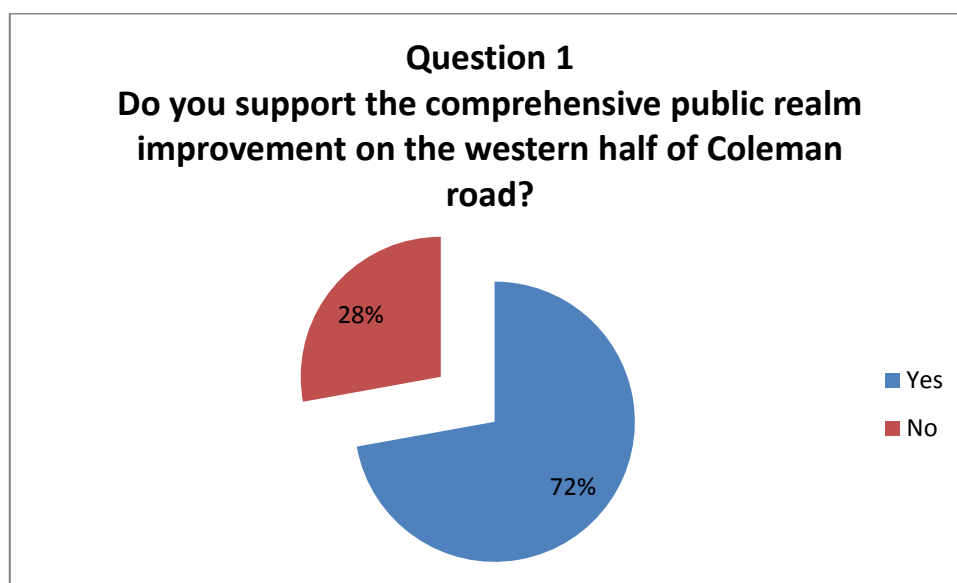
Out of the 374 consultation leaflets delivered in the Coleman road neighbourhood consultation, a total of 84 responses were received during the consultation period, equating to a 22% response rate.

442 consultation leaflets delivered in the Newent Road consultation area, a total of 44 responses were received during the consultation period, equating to a 10% response rate. The responses from this consultation are summarised in the corresponding question in the Coleman road Neighbourhood.

It should be noted that there are duplicate responses with regards to the trial closure of Newent Close. These are responses from consultees that submitted for both the Coleman road Neighbourhood and Newent Close. The duplicate responses have been removed.

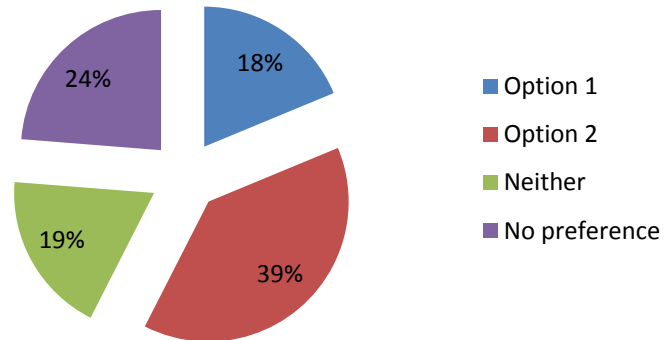
The responses are summarised in this section with the repeated comments summarised. All responses received are collated and can be found in Appendix 1 below

2.1 Consultation Responses



This question aims to gauge the level of support for the public realm improvements in the western section of Coleman road adjacent to the school. The response to this question shows 72% are in favour of the proposed improvements.

Question 2
**Which option of the footway improvement
along Coleman road do you support?**



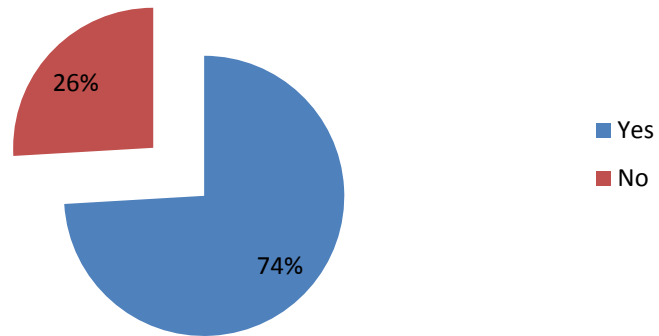
This question was aimed specifically at the footway proposals on Coleman road. Two layout options were proposed:

- Option 1 – widen western footway by inseting parking on the eastern side;
- Option 2 – kerblines remain as existing with proposed green strips on the eastern footway where possible.

Four possible answers were consulted on: Option 1, Option 2, neither or no preference. The majority (81%) of those consulted were in favour of some footway improvements. Of those who are supportive, over 48% were specifically in favour of Option 2 and only 22% were specifically for Option 1.

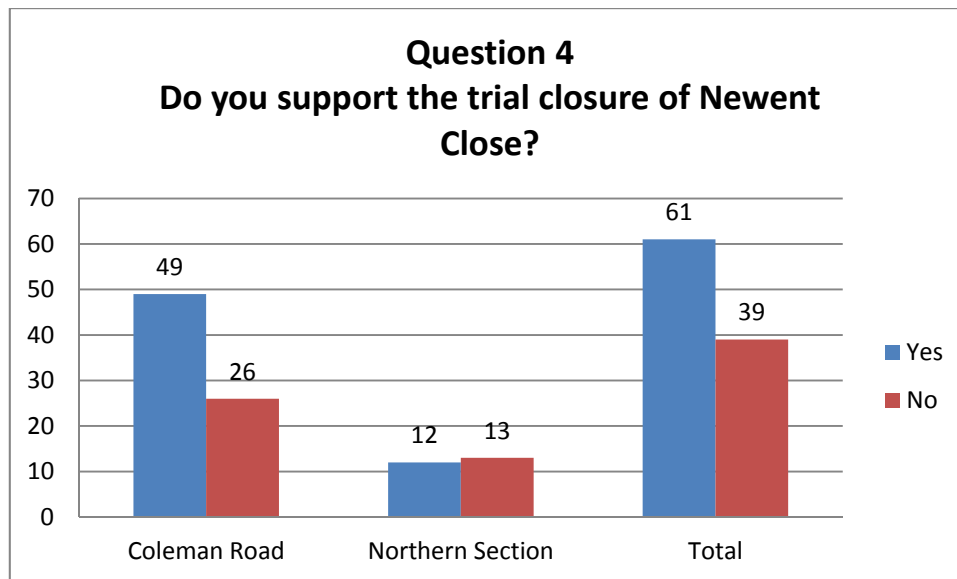
A total of 19% of responses were not supportive of either option for the footway improvements on Coleman road.

Question 3
Do you support the traffic calming proposals for the neighbourhood?



Under the proposal, the existing speed cushions in the neighbourhood would be removed and replaced with more effective traffic calming measures in the form of sinusoidal profile speed humps. In addition, the main intersection junction within the neighbourhood would be provided with junction tables to assist in reducing vehicular speed within the area.

The response to this question shows 74% are in support of these proposals.



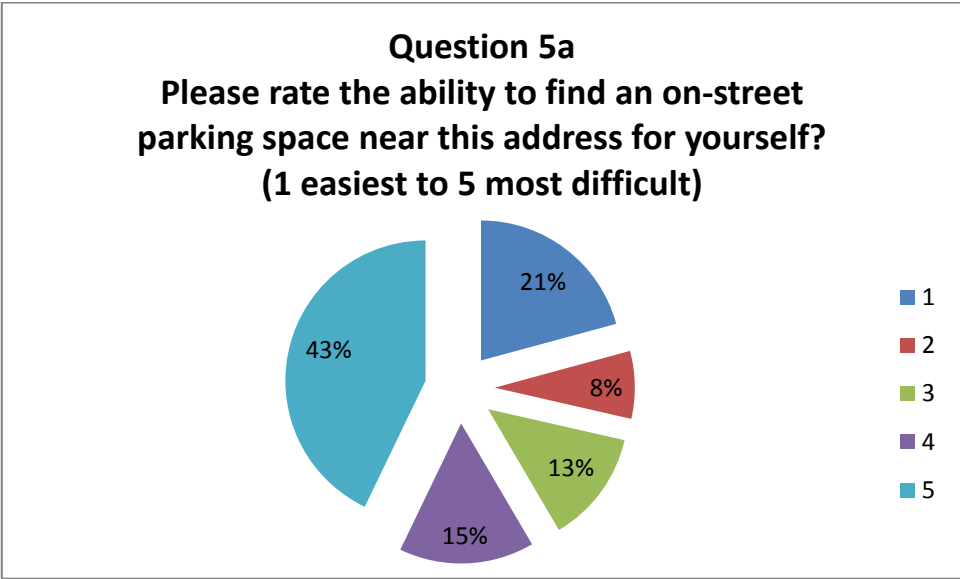
The proposal of a trial closure of Newent Close to vehicular traffic consists of installing bollards on Newent Close between Peckham Grove and Tower Mill Road. The aim of this proposal is to reduce the amount of traffic travelling through the area. As outlined above, an extra consultation in the northern area was carried out solely focussing on this issue.

The overall results from both consultations were collated with 61% of respondents in favour of the trial closure of Newent Close, while 39% were against.

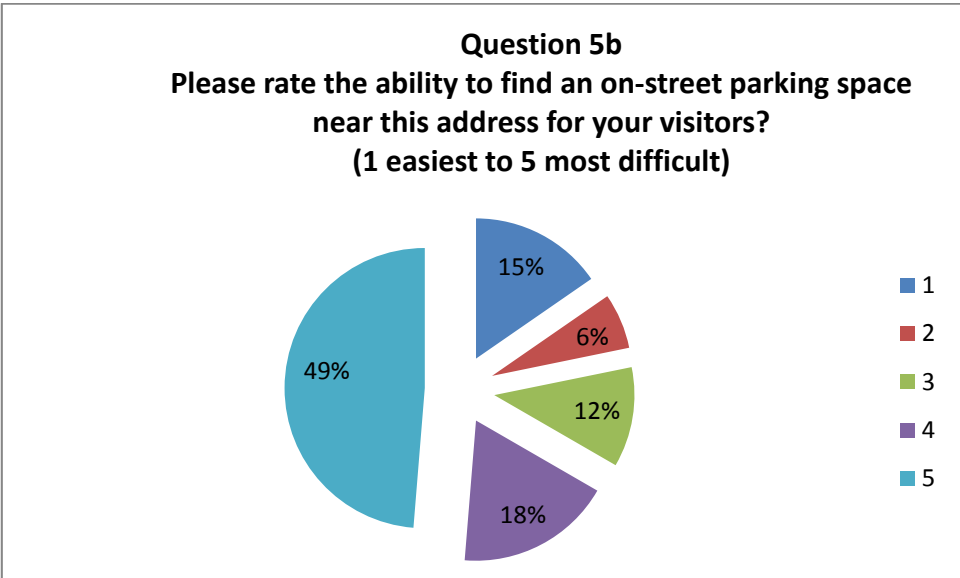
In the Coleman road neighbourhood, the majority of respondents (65%) were in favour of the trial closure. In contrast a slight majority of the respondents from the northern section (52%) were against the trial closure.

- Most of the comments in favour of the closure mentioned that it was welcome to prevent drivers using it as a short cut between Southampton Way and St. George's Road. It is also felt that the closure would help to reduce congestion around the school on Coleman road.
- Most of the comments against the closure mentioned that there were a lot of road closures in the area already and that it would be difficult to access the shops on Southampton Way from the north of the closure. Some comments also mentioned that the volume of vehicular traffic using Newent Close at present was quite low and that the closure was unjustified.

This question aimed to establish the perceived difficulty for residents and their visitors to find an on-street parking space near their home. The question was separated into two parts.

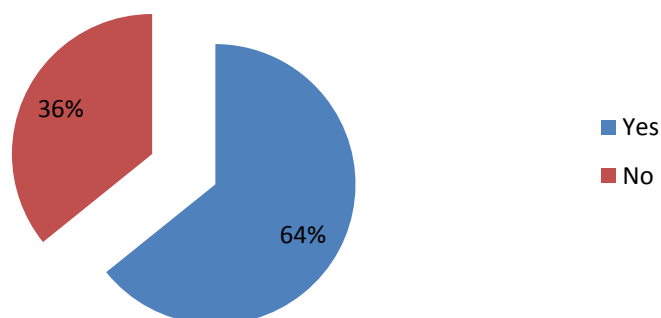


The majority of respondents (43%) rated their ability to find a car parking space as 5 which is the highest levels of difficulty. Overall 58% of respondents find it difficult to find a parking space near their address. Interestingly, there is also a considerable amount (29%) of respondents rated it as easy to find a parking space.



The second part of the question aimed to gauge the perceived difficulty for visitors to find an on-street parking space near their home. Nearly half of the respondents perceived it being very difficult for visitors to find on street car parking nearby. Slightly smaller amount of respondents rated it as difficult (either 4 or 5) as for themselves. A quarter of the respondents rated it as easy or very easy to find a parking space near home.

Question 6
Do you agree with the introduction of a proposed parking zone in your neighbourhood?



This question aimed to gauge the level of support for a parking zone in the neighbourhood. The majority of respondents (64%) were in favour of the proposed parking zone.

The support from some roads are lower, these includes:

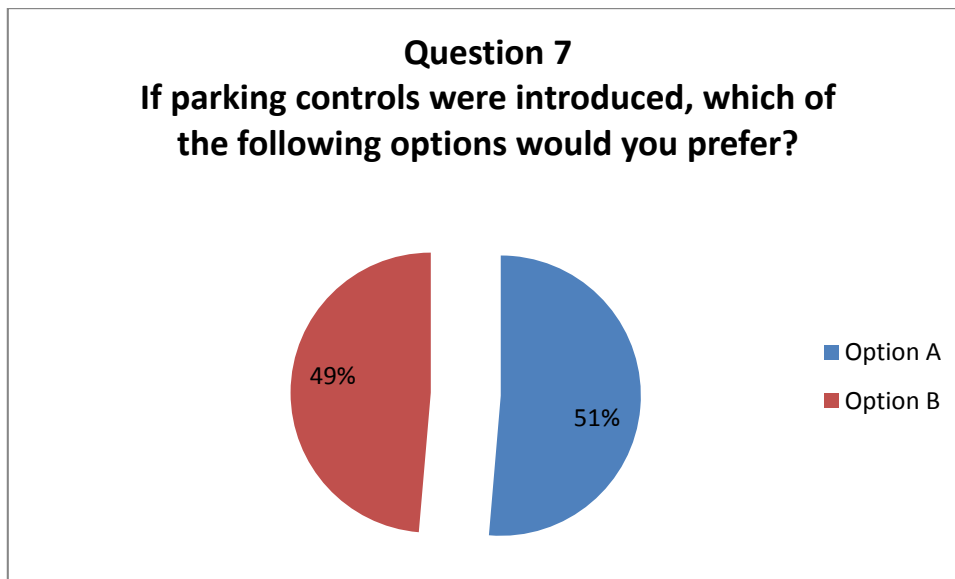
- Coleman road (47% support out of 30 responses)
- Southampton Way (30% support from 10 responses)
- Tilson Close (25% support from 4 responses)

There are comments made by the residents, which included:

- Issues with commuters parking in the area.
- Overspill of parking from adjoining CPZ's taken up spaces in the area.

Some of the comments against the proposed parking zone were:

- Felt it was a money making venture for the council.
- It wasn't needed and sufficient car parking was available to cater for demand.



The final question in this consultation was to ask residents if a parking zone was implemented; which of the two restriction options would they prefer. Option A which would give ‘all day’ controls from 0830-1830 and Option B for two hours controls from 1000-1200, both options are for Monday to Friday only.

The response to this question is inconclusive with 51% of respondents in favour of all day control if a parking zone is implemented and 49% of respondents favouring a two hour controlled period.

2.2 Other comments

There were a range of other comments made, the common themes are summarised below:

- No public realm improvements which reduce car parking spaces should be implemented before the CPZ has been established so as to ascertain the amount of car parking required for the neighbourhood post CPZ;
- Some Pay and display parking zones should be incorporated into the neighbourhood;
- Some bicycle parking should be incorporated into the scheme.
- The proposals for the neighbourhood were not radical enough and a one-way system should be considered for the neighbourhood

2.3 Key Stakeholders

This section focuses on the official response from the key stakeholders.

Q1 Generally do you support the introduction of comprehensive public realm improvement on the western half of Coleman road?	Yes	No		
Southwark Cyclists	✓			
Southwark Living Streets	✓			
Wells Way Triangle Residents Association	✓			
St George's School	✓			

Q2 Which options of the footway improvements along Coleman road do you support?	Option 1	Option 2	Neither	No Preference
Southwark Cyclists		✓		
Southwark Living Streets		✓		
Wells Way Triangle Residents Association	✓			
St George's School		✓		

Q3 Do you support the traffic calming proposals for the neighbourhood?	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q4 Do you support the trial point closure of Newent Close?	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q5a Please rate the ability to find an on-street parking space near your address? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Streets					
Wells Way Triangle Residents Association				✓	
St George's School					

Q5b Please rate the ability to find an on-street parking space near your address for your visitors? (1 easy to 5 difficult)	1	2	3	4	5
Southwark Cyclists			✓		
Southwark Living Streets					
Wells Way Triangle Residents Association				✓	
St George's School					

Q6 Do you agree with the introduction of a proposed parking zone in your neighbourhood?	Yes	No
Southwark Cyclists		
Southwark Living Streets	✓	
Wells Way Triangle Residents Association	✓	
St George's School	✓	

Q7 If parking controls were introduced, which of the following options would you prefer?	Yes	No
Southwark Cyclists		
Southwark Living Streets	✓	

Wells Way Triangle Residents Association	✓	
St George's School		✓

In summary, all four stakeholders are very supportive of the schemes in general. Specific comments were made and are summarised below.

Southwark Cyclists strongly support the proposals with the following comments:

- At present, the visibility around the bend of Coleman road is poor, proposed planters must ensure their height does not obscure the sightlines;
- Option 2 of the Coleman road footway arrangement is preferred as the staggered parking will add additional traffic calming points;
- Ensure junction treatment build-outs are either in line with the parking bays or are nearer the kerb than the bays' edge;
- In terms of trial closure of Newent Close, the elimination of through motor traffic from residential zones is one of their key Space For Cycling points. Retention of this element is the most crucial part of this scheme;
- In terms of parking zone, no comments as there is no impact on cycle safety;
- Southwark Cyclists hope the practice of replacing speed cushions with full-width sinusoidal humps is extended throughout Southwark;
- Suggest that appropriate signage to indicate these are residential streets and not a through route for motor traffic;
- Urge the Council to consider formal Home Zone status on at least a trial basis.

Southwark Living Streets is entirely supportive of this project. The following comments were submitted:

- The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a Home Zone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Road (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.
- While we support the creation of a CPZ in principle we feel that we should not have a say in the decision as to whether it is adopted or not.

Wells Way Triangle Residents Association (WWTRA) supports the proposed scheme with the following comments:

- Prefer a longer restriction time such as from 10am – 3pm, otherwise all day restriction is preferred;
- Note that one committee member from Tilson Close is not in favour of the parking zone.

St George's School has supplied the following comments:

- The north part of Coleman road does not currently take into consideration the dropping off or collection of pupils each day;
- It was understood that Newent Close would not reopen after the demolishing of the Gloucester Estate and road reconfiguration. It is now a danger to pedestrians.
- The location of parking bay opposite the Trinity Centre entrance will continue to obstruct access for bin lorries.

3 Summary

There is strong support for the overall scheme.

There is strong support for the comprehensive public realm improvement on western half of Coleman road and traffic calming proposals for the neighbourhood.

In terms of Coleman road options, there was a higher level of support for Option 2 – retain existing kerblines and introduce greening strips.

The responses to the proposed trial closure of Newent Close were positive, with 61% in support. However, if only the northern consultation area were taken into account, 52% of responses were against this proposal.

64% of respondents are in favour of the parking zone proposal. Responses were evenly split in terms of the operational hours if the parking zone is implemented.

4 Recommendations

On the basis of the results of the public consultation it is recommended to implement the following proposals for Coleman road Neighbourhood subject to Road Safety Audit:

- Comprehensive public realm improvements on Coleman road;
- Option 2 on Coleman road – retain existing kerblines and introduce greening strips;
- Introduce traffic calming measures including speed humps, junction tables and entry treatments;
- Trial closure of Newent Close;
- Implementation of parking zone, including Tilson Close.

We wish to have parking left as it is as pensioners we are not happy to pay and as we have to have carers and family help us the cost would be very high. Please leave Coleman Road as it is.

Well needed,. the traffic around Newent Close is manic at times. It's very tiring when large vehicles use it as a regular cut through,. Please implement this asap.

Although the introduction of parking permits would be welcome, to deter non resident parking, some of the other proposals seem designed to remove parking spaces and are totally unnecessary and irksome for resident motorists. Why go overboard when all you need do is get rid of interlopers by introducing permits. Please also tighten up on disabled bays where they are not needed for the road where they are situated.

The way you are going no one but very rich people will live in Southwark. You are pricing local people out and in the end labour will lose control of Southwark Council and the local MP

I would like to make my points of view as follows 1) this brochure appears to be focused on Coleman Rd particularly for greenery! As a resident of Dowlas St I too would like to see more medium range trees planted along the street I live in. 2) parking is a real issue around here, at times virtually impossible. If I may comment on my particular situation, I leave home in the morning at around 7.45 am to take my children to school and then onto work based in Wimbledon. I return home at around 7pm is it possible to extend the restriction time in the evenings to 7pm? I would be interested to know your comments against my suggestions.

Answer to No. 7 is none. A parking zone would be a bad idea for Coleman Road; parking is not a problem and I always find a place to park. We do not want council officials up and down the street all day long checking tickets and issuing fines. This IS a money making scheme for the Council

I agree with any further greening and trees planted in the area

Please widen western footway in Coleman Road as it is too narrow and dangerous to walk on. Please introduce traffic calming on western footway in Coleman Rd as cars mount footway and damage the pavement and our hedges/wooden front gates! Please introduce bigger speed bumps in Coleman Rd as cars speed too fast. Please make Coleman Rod one way from Southampton Way it is too narrow for cars to pass each other. Do not introduce CPZ we do not way to pay to park.

The proposed closure to Newent Close for through traffic is ridiculous and will cause massive congestion - double parking by those delivering children to school (which does happen but is bearable at present) and would be a further cause of pollution around vulnerable children. It would also enable muggers etc. to escape police in cars and cause more problems for emergency vehicles.

Will there be a couple of pay and display bays for short stay visitors? Exit from Dowlas Street into Wells Way is difficult. Traffic tends to be very fast down Wells Way especially if trying to beat the lights when they are on point of changing. This makes driving out of Dowlas St difficult at times.

I strongly disagree to this scheme. If this scheme goes into action, my business will fail. When Tesco began their business on Southampton Way my business begun to deteriorate and since then it has been at it's lowest. If this scheme goes into action, I will lose my customers, I might as well pack up and close down the business as I won't be able to earn enough to pay the business permit or enough to survive with my family.

CPZ need to have more visitor parking and/or dual resident permit paid parking for more areas

I don't prefer either option a or b. Where can I read the parking street survey results?

Proposals are not radical enough. I suggest that the above are considered in the context of a one way system for Coleman Rd. It would start at the corner in Coleman St prior to the junction with Havel St; through to its junction with Southampton Way. At the junction with Havel St traffic would turn left into Havel St and vice versa for traffic from Havel St into Coleman Rd. At the Dowlas St/Coleman Rd, Dowlas St traffic could turn right into Coleman Rd and vice versa. All other junctions would remain as of now. The above would solve the present danger of two way traffic at the 'blind' corner close to Havel St. This proposal recognises the current fact that Coleman Rd is a one way road all but in name

Can some secure bicycle storage be added to they proposal? for example cycle hoop.com, bike hangers, there are a lot of flats in the area and not everyone has the space for bikes in their homes. this may also help the transition to their being less car parking spaces. It also only requires half a car parking space. I am happy to discuss

I strongly disagree to this scheme if this scheme goes ahead my business will fail. We already spend too much to build and setting up running the business and we are not making money out of it. If this scheme goes into action I will lose my customers,. I might as well close down the business as I won't be able to survive on with my family

It would be good if you could place the pay parking slot in front of 2 Coleman Road in front of adjacent wall instead, and then place home zone our free space in front of No 2 Coleman Rd instead. I do not have a car and it would be great not to have parking in front of it, whereas it affects nobody if in front of wall. There is a real need for green space on the Coleman Rd pavement between Newent Close and Southampton Way

Whilst I particularly support the inclusion of a planting strip in Option 2 the plan seems a missed opportunity in that it ignores the huge cycling potential (currently unmet) in the area. The area currently suffers from a severe lack of secure cycle parking. However, this could easily be addressed with the inclusion of a bike hanger at the southern end of Rainbow St. This would provide the huge number of residents who live in upper floor flats and other homes of multiple occupations. with access to the infrastructure necessary to encourage key transport/mode changes. It seems obvious to consider this simple measure if the aim of reducing vehicle dominance is truly to be met.

Widening the pavement on the western side of Coleman Rd is unnecessary as there is already a very wide pavement on the other side i.e. a waste of valuable resources. No changes should be made BEFORE a CPZ is introduced and the impact addressed so then a calculation of how many car spaces to be taken away can be made i.e. don't put the cart before the horse!!

We cannot support any plans which result in the loss of parking spaces within this area. Parking spaces are at a premium given the number of homes with cars which are covered within this zone. I do not believe there is evidence to suggest that many spaces will be freed up as a result of the introduction of a CPZ. There is no evidence that commuters use the area. In fact it is likely that the area is used as an overflow for the CPZ which borders our area. Whilst we would like to see a CPZ now because it was introduced all around us, in many cases people only park for the church, weekends and school early morning and afternoon only. Some improved planting. Surface.

This is just an excuse for the Council to make more parking revenue. We don't need a controlled parking zone on Coleman Rd

I think is a good idea, this scheme, and its about time too. Definitely problems with commuters parking in the area. The closure of Newent Close is very much welcome., Cut out drivers using it as short cut between St Georges Way and Southampton Way and increase the safety around the schools in this area.

I am not a supporter of highway improvements simply because I don't understand it!! I was against a parking zone originally, however, more and more cars are arriving to park whilst they go to work. therefore, I am now changing sides/

Calming measures remove too many parking spaces and is unnecessary in quiet streets

There is poor parking already on Coleman Rd. No parking on Southampton Way, restricted parking outside Tesco. The new Tesco commands a lot of customers with no place to park. Restricting parking further will drive traffic to build up outside the store, or park across my gated driving at the top of Coleman Road. Extra provisions to be made to No Parking area for my property 185 - 189 Southampton uses. Drive way at top of Coleman Rd

Tilson Close - there are currently two parking spaces at the entrance to Tilson Close. these could remain. The remainder of Tilson Close should have double yellow lines. The proposal for Permit Holders only area does not prevent people parking in front of the garages and blocking/preventing access to these spaces. This is a real problem.

Keep the road system with path as they are. Introduce a one way system for the triangle. I agree with closing Newent Close, it was closed for years and there is a lot of antagonisation always halfway down Coleman Road. I agree with the public realm improvements around the school.

Can you please provide more detail on the public realm improvements? what will this mean? Can you please explain why the proposed permit parking in front of 16-30 is staggered on both sides of Coleman Rd? Our preference is for parking to remain on either side and not staggered on both.

We just need to stop people parking here for weeks at a time that are not local residents.

I would favour the introduction of the CPZ PRIOR to the improvement which will result in loss of spaces. I think it is crucial to see if we really can lose 19 or 22 spaces in addition to spaces lost to double yellow lines. After all, many residents have cars and streets are very full even after 6.30pm and at weekends. I don't want to pay for the privilege of STILL not being able to find a parking space!

Access to our house is from Rainbow St. I have a 4 year old and so safety on the road is paramount to us. However, I have never felt there was a need for traffic calming. The only issue with traffic is the problem of cars constantly circling the area, trying to find a place to park. It is nigh on impossible to get a space on Rainbow St or the adjoining roads, especially between 4 and 8 when there is a rise in the facilities on Southampton Way being used. In these cases, the driver often remains in the car and so introducing a CPZ would not deter these people from pausing in the parking spaces while their passengers are using the facilities. My concern is that, with the even further parking limitations since the soon to be introduced double yellows on the corners of each road, there will not be enough parking spaces, even after paying CPZ] charges. The resident with cars ratio to car parking spaces has not been taking into consideration.

Prefer Option C 10 - 2. Stopping at 12 gives too much full pm and evening parking and will restrict the benefit. But anything is better than nothing! Looking forward to seeing the results

I support the creation of a parking zone for the area aforementioned, I do not however support businesses and residents paying for permits. Non residents who choose to park in the zone must pay as obtains at Rodney Estates (Dawes House). In this way residents and businesses will not face problems of not finding spaces to park but rather feel part of the process of developing the area. Please see additional comments attached to the form.

Regarding CPZ in talon Close. Further restrictions and parking controls are not necessary as we in Tilson Close do not have a parking problem. Change would only mean that we would be liable for charges for the same parking privilege we already have for free. Residents in Tilson Close respect each others parking space and we do not get people from outside the close coming in to park because the houses are townhouses with garage entrances at the front. These are always respected.

Swk Living Streets is entirely supportive of this project. The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a HomeZone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Rd (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.

We need CPZ with more pay and display and more car scheme shared bays

Please find attached Southwark Cyclists' formal response to the proposed Coleman Rd neighbourhood improvements, incl. Newent Close closure to through motor traffic. Overall we are strongly in favour of both schemes, though we have made a number of suggestions for improvements. We have also identified two potential hazards which we urge you to examine in detail: - Junction of Coleman Road / Newent Close: planters may reduce sightlines significantly if maintained vegetation height significantly exceeds 1.0m;- Planters / kerb build-outs at junctions (esp. with Southampton Way) may, by narrowing the carriageway at the junction more than the carriageway on the minor road, lead to cycle / motor traffic conflicts. To avoid this the junction mouths and carriageway widths should be consistent (note that we are in favour of reduced corner radii, however) Finally, this scheme is similar in character and function to a Home Zone, as outlined in LCDS2 s5.3.4 - 5.3.7. We suggest that you consider this designation. PLEASE ALSO SEE PDF DOCUMENT ATTACHED TO EMAIL RESPONSE.

We feel that there could be more parking places than on the plan. due to the number of residents and especially flats this will put too much pressure on parking space availability.

School travel plan at St George's should be reviewed.

- 1) Error in the online desc of option 2 which says 1 car park space will be lost. In fact, it is 19
- 2) Existing dropped kerb omitted from the plans on Bonsor St adjacent to the garage at rear of 149 Southampton Way
- 3) If a CPZ is introduced the charges should be limited to the cost of administering the scheme
- 4) The non-resident cars are likely people who work nearby/who are visiting residents. They can't be commuters; there is no public transport within 20 mins
- 5) Why only 500 characters!?

What is the benefit of broadening the Westerly pavement of Coleman Road when you could widen the road which would be better for cyclists? The road as is too narrow. Also the parking space marked as disabled in front of 91 Coleman Road has not been required since 2009 - we had letters from the Council saying that it would no longer be a disabled place (the former resident who needed it has moved out).

It's a good idea to reduce through-traffic and stop rat-running. On street parking can cause problems for people with wheelchairs and buggies so I think parking permits are a good idea.

This will improve the quality of life for the majority of residents who live on these streets. If we can bring a CPZ in while waiting for the improvement work to be done it would only improve the proposals.

I would much prefer a cpz for moody road , Charles convene road and Bamber road

Coleman Rd is a narrow street not well suited to cars. Cars cannot pass each other and so frequently wake up residents with their horns or drive up onto the pavement. There is an excessive number of cars and the street is unsafe for children and the many cyclists who use it. Anything that can be done to reduce the use of Coleman Rd as a through Rd and a car park is a good thing!

Parking has been a nightmare ever since the CPZ was introduced all around us. Commuters clog up[our streets and then get the bus, but also, residents from other streets park in our free zone to avoid paying for their permits. We need 8.30 to 6.30 CPZ to prevent both types of congestion on our streets.

We need a CPZ! Parking is impossible. I have a young child and if I take her to school in the morning in it, there is never a space in the surrounding streets to park when I return due to commuters. I sometimes have to park 5 or 6 streets away and on occasion, on a meter! We need an all day CPZ please!

A very large number of vehicles ignore the 1 way traffic in Dowlas from the junction with Wells Way and a narrowing of the entrance may make a difference

Close off Newent close. DO NOT tax the locals who live so far from decent public transport to park. There is no shortage of parking here. Time and again the council tries to take more money every year from us and even worse our visitors. No thanks. Also car damaging speed bumps will be unnecessary if you make the road a dead end, and besides, who speeds to a dead end, I can hear when the current crop of delivery drivers go at 30mph over bumps on the road and the vibrations damage my property.

I support the introduction if a CPZ but the costs seem to be much higher than I have paid in other boroughs. The traffic calming measures at junctions make more sense than the existing speed bumps which serve no useful purpose. I like the idea of a pedestrianized zone but don't see why it is only planned to cover the area outside the school and have concerns that children may think this means it is safe to walk on the road

Between my partner & I, we've 2scooters & 1car and we've never had a problem parking in Coleman Rd. We've been doing lots of work in the house recently & builders,etc have come &parked in front of the house without a problem. I don't see what would be improved if we change the st to a parking area. Situation is worse for motorbikes. In other neighbourhoods, motorbikes park for free in motorbikes bays. Your proposal include no free motorbikes bays. In my view parking should be free for residents.

Council is just looking for money. Never had a problem parking in this area. Seems to be self-regulated by residents very well.

Never had a problem parking. Permits not needed.

Swk Living Streets is entirely supportive of this project. The public realm improvements are focused on places where residents will want to spend time and the combination of the road closure at Newent Close and on Coleman Rd, new traffic calming and increased greenery will deliver a Home Zone feel to the area. Hopefully it will pass the litmus test of children playing in the street. We would suggest Cambria Rd (SE5) type crossovers at the entrance to the area to emphasise pedestrian priority.

I agree with a CPZ. Option 2 because fewer spaces will be lost and it green Coleman Road and the WWTRA would look after that. 10-12 parking restriction to stop all day parkers and preferably 7 days a week. I cannot always park to run by business or pick up foster children easily by car at present.

The infrastructure proposals are welcome and will improve walking and cycling safety. I urge the council to consider a formally-defined Home Zone (LCDS s5.3.4) on at least a trial basis.

Please ensure sightlines at all junctions are maintained however.

The CPZ should be joined to neighbouring zones rather than operate independently. No physical changes should be introduced until after the CPZ is implemented

A parking zone would make Coleman Rd safer for pedestrians and cyclists as it would stop people from driving around all the time looking for a parking space.

The improvements to Coleman Rd, & closure of Newent Close (as it used to be) will make the streets quieter and safer. A shorter, flexible CPZ (would prefer slightly longer, e.g. 12-2) is better for residents receiving visitors, going and returning, deliveries etc. I welcome any measures to reduce the flood risk. I have space for potential off-street parking which would free up a space on the road, but don't know if that is possible.

I am the Chair of Governors of St George's School in Coleman Road. The proposals for the north part of Coleman Road have not taken into consideration the dropping off or collection of pupils each day. The School has not been formally approached as part of the consultation. PLEASE BE IN TOUCH as the current plans will be challenged in the planning Committee as a result. Thank you

A residents' parking zone is now essential in this area as far too many residents of neighbouring streets with their own CPZs are parking their vehicles here. Additionally there are a number of new housing developments in the area that will greatly increase the demand on parking in the area.

This is on behalf of the Committee of the WWTRA we prefer a longer restricted time e.g. 10 - 2 or 3pm as stop at 12 gives free parking from 12 - 10am next day, OK for some workers etc. otherwise all day is preferable. Especially as the scheme overall reduces the no. of spaces available. NB 1 resident of Tilson Close on the committee is not in favour of the CPZ. Also note that the Newent Road closure is a TRIAL period

I have always been in favour of CPZ, I wish we had implemented it when it was first proposed years ago, the volume of traffic from commuters and residents in surrounding CPZ zones is unbearable. I would like to see it implemented 7 days a week.

I don't agree with this scheme for Tilson Close. We have garages which mustn't be blocked, which we can park outside of currently. Having the whole area as a cpz will encourage more people to park in our close which currently has very few parking problems, this will create them.

I agree with the closure of newest close, but don't agree with the proposed cpz in talon close. Tilson close should be a parking area for talon close residents, we should not be charged to park outside our garage doors when no one else should be parking there anyway. If the whole area is permit parking, this would open the door for people in Coleman road to start parking in our close which they don't at present, as this area would then be seen as part of the cpz and fair game.

Sorry, but would it be possible to replace the online form I submitted on 15 Jan (Ref. 401942) with this one? The online proposals regarding footway improvements along Colman Road say Option 2 would result in the loss of only 1 parking space, so I ticked that box. It's since been pointed out that there would, in fact, be a loss of 19 spaces (I clearly hadn't studied that part of the map closely enough!). I'd be very surprised if the rest of the Triangle could accommodate such displacement.

NEWENT CLOSE

<p>This would restrict access from Southampton Way for my parents. Many have to drop off then get to a school at a very busy time of morning. Many pupils go for example to Goldsmith and Harris Academy and it will hamper them and make it difficult adding precious time to their journeys. Thanks.</p>
<p>Closure of Newent Close will not be OK, sometimes when we are going to work from the estate towards St Georges Way it's always blocked and that is the only quick access to Southampton Way towards Peckham or any other place, so I do not support the closure. Thank you</p>
<p>No but non residents parking is becoming an issue with commuters parking on streets and then jumping on buses into London. The staff at the Grove Nursery school also park on the streets - school drop off time is also a nuisance!!</p>
<p>Blocking this would only disrupt local residents and not aid them. I am not sure why it has been proposed in the first place.</p>
<p>Close it forever it's a death trap.</p>
<p>Will restrict car access to local shops.</p>
<p> </p>
<p>It is not applicable for me as I do not use that road regularly. Thanks.</p>
<p> </p>
<p> </p>
<p> </p>
<p>There is already a block at the top of Peckham Grove. This is a waste of time and money. If you have spare cash spend it on improving the road surface on Coleman Road and the pavement on Peckham Grove and on better lighting on the alley to the side of the school!</p>
<p>I can't see why it's necessary. There's already very little traffic down Newent Close. There are so many closures already, it's very difficult to get anywhere. Not needed! leave well alone!</p>
<p>I support all attempts to reduce motor traffic on local residential roads. The proposed scheme is positive but the Council should ensure that it does not result in additional motor traffic on St Georges Way and Wells Way. These two roads are also residential roads and border Burgess Park - they already have too much motor traffic. I would support the Council taking more dramatic steps and restrict non local through traffic from all these roads limiting them to bikes, public transport and emergency vehicles</p>
<p>The parking restrictions being proposed needs to be extended onto Tower Mill road. Traffic comes through Coleman Rd in order to park for free on Newent Close and Tower Mill Road. This has caused arguments and fights due to people not living in the area parking for free and then getting on the bus into central London.</p>

I am against the temporary road closure for the following reasons: 1 Newent Close is used by many local residents/drivers to gain access to Southampton Way, Peckham Rd and Albany Rod, St Georges Rd and the Old Kent Road. 2 Newent Close is a quiet residential road in the main, rather than a busy thoroughfare. 3 Temporary closing of the road, may lead to a increase in crime such as car theft, vandalism or fly tipping all of which are associated with roads that are closed to traffic. 4 Closing the road will not ensure the safety of road users as vehicles will still need space to turn to exit Newent Close

I believe closing that part will cause a lot of traffic as there are three traffic lights in the area. the only access point to ease the traffic in this area is that road in case of any emergency that road is the road that serves as an escape route.

You would be better off making Newent Close and Tower Mill Road residents only parking. I proposed this 4 years ago. Then there wouldn't be so much traffic passing through during the week by commuters. I've seen people park, and get their bikes out of the boot for the last leg of their commute.

No

I don't know very much concerning driving a vehicle so I couldn't say if that's a good idea or not, I am really sorry.

Hi there, I don't support the trial closure for a number of reasons. It is already quite difficult to reach my house when approaching from Albany Road/Walworth Road or the Old Kent Road. In addition, this will funnel all such traffic down the long part of Coleman Road and Rainbow Street which I'm sure those residents would not be happy about. I think we have reached a fair balance since the closure of Coleman Road/Wells Way access by car.

Best wishes,
Jeremy Halley

This closure will help to cut traffic on the Colman Road and Rainbow Street and will prevent some drivers speeding through the street especially at the school end of the area. It may also encourage more local Mums to walk there children to school.

I fully support this proposal. Currently Newent Close opens up a rat run into Coleman Rd. It's only a matter of time before a child pedestrian or cyclists gets run over on the corner of Coleman Rd and Newent Close. Please close off Newent Close as was intended, hence the name "Newent Close"

I am in support for the closure of Newent Close to through traffic. Rainbow Street is treated as a rat run to get through this way and cars speed up, what is a normally quiet residential street, at unsafe speeds.

I am in support for the closure of Newent Close to through traffic. Rainbow Street is treated as a rat run to get through this way and cars speed up, what is a normally quiet residential street, at unsafe speeds.

I support the closure. I have a young daughter and our street has many cars speeding down it to access the cut through at Newent Close. closure here will help with unsafe traffic.

The trial closure will help to understand if transit traffic through Coleman Road can be reduced by permanent closure. I would also recommend to consider a one way system in Coleman Road and Rainbow Street.

Southwark Living Streets strongly supports this scheme. We believe that it will have the effect of turning the area into the equivalent of the Home Zone with none of the costs. Could some work also be done with residents in relation to Play Streets to help

people get the most from the changes?
This is a very welcome scheme, fast through traffic on rat runs and delivery / courier vehicles make the roads here feel dangerous, especially for children. The closure will reduce this and make the streets safer.
Newent Close and Coleman Road often get used as rat runs with cars and deliveries vehicles speeding down them with little regard for pedestrians (often mounting the kerb to pass) or other road users.
At the moment cars drive extremely quickly and often dangerously along Coleman Road to use Newent Close as a rat run. Coleman Road is far too narrow for this and it endangers that many pedestrians and cyclists that also use the road.
The volume and speed of cars that pass through this street are very worrying to me. There are a lot of families with small children who play here or walk to and from the park and school children who walk through the area and myself with my baby in her pram. I have seen children run into the street to chase balls or each other and combined with speeding cars it has been very frightening to watch as I feel it's only a matter of time before a terrible accident happens.
As a cyclist, I have had several near misses and have been a victim of road rage from car drivers going way too fast along Coleman road, thereby forcing me onto the pavement. In my experience the majority of these cars turn onto Coleman road from Newent close. There are lots of young families and indeed a school on Coleman road so I think anything that can be done to limit traffic will make it safer for everyone.
Newent Close, as the name suggests, used to be a dead end. When planning was granted for the north Peckham estate, the close was never re-closed after completion, inspite of pledges and the original plans saying so. But also it just needs closing. It's a rat run. So yes, close it. Can't happen soon enough. And will stop the damage to the pavement outside my abode getting worse.
I would describe the route at present, as a 'Rat Run' for cars that drive way to fast down a narrow street. I am 100% behind the closure!
I support this proposal because it would direct more traffic down the larger roads.
I am in support of closing Newent Close. It will be safer for children going to St. George's School and to the Grove nursery. It may also reduce the level of traffic at this time. Several times per week I have to jump out of the way of cars driving aggressively through Newent Close or who use Coleman Road as a rat run to Tower Mill Road. A close is a close please CLOSE it.
It will cause extra problems at the start and finish of the school day and could delay emergency vehicles
Closing Newent Close would make Coleman Rd safer.
This would stop traffic cutting through from St Georges Way, which has become a rat run again. It will make it safer for everyone, especially the children coming to school, and going to The Grove. It was to have been shut years ago when the new development happened, but was never followed through
When the blocks of the Gloucester Estate were demolished and roads reconfigured, LBS moved (with our agreement) the entrance to the Trinity College Centre from Coleman Road to Newent Close. At that time it was understood that the Close would not be open as it would develop into a rat-run. It is now a danger to pedestrians. However, the placing of parking spaces opposite our entrance will continue to obstruct access for bin lorries - please reconsider!!
It will make the area safer for cyclists - it is currently very dangerous and forces cyclists onto pavements endangering pedestrians