

APPENDIX H

Appendix H Stakeholders comments /officers response

Comments by	Comments	Officers response
Southwark Cyclists	Poor visibility around the bend of Coleman road, proposed planters must ensure their height does not obscure the sightlines;	Low level planters will be carefully selected so not to obscure sightlines
	Option 2 of the Coleman road footway arrangement is preferred as the staggered parking will add additional traffic calming points;	N/A
	Ensure junction treatments build-outs are either in line with the parking bays or are nearer the kerb than the bays' edge;	Junction treatments build-outs are in line with the parking bays;
	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;	N/A
	In terms of parking zone, no comments as there is no impact on cycle safety;	N/A
	Southwark Cyclists hope the practice of replacing speed cushions with full-width sinusoidal humps is extended throughout Southwark;	This is the current practice
	Suggest that appropriate signage to indicate these are residential streets and not a through route for motor traffic;	This will be examined in the detailed design stage, subject to CC approval
	Urge the Council to consider formal Home Zone status on at least on a trial basis.	This can be considered outside of this proposal due to timescale of implementing Home Zone schemes
Southwark Living Streets	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	Type of crossovers will be discussed during the detailed design stage; suggestion will be considered during that stage.

	<p>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.</p>	
	<p>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.</p>	N/A
Wells Way Triangle Residents Association (WWTRA)	<p>Prefer a longer restriction time such as from 10am – 3pm, otherwise all day restriction is preferred;</p>	N/A
	<p>Note that one committee member from Tilson Close is not in favour of the parking zone.</p>	N/A
St George School	<p>The north part of Coleman road have not taken into consideration of the dropping off or collection of pupils each day;</p>	<p>The scheme aim to encourage the use of more sustainable form of transport such as walking and cycling. The proposed urban realm improvement outside the school entrance aim to provide an environment which will encourage that.</p>
	<p>It was understood that Newent Close would not reopen after the demolishing Gloucester Estate and road reconfiguration. It is now a danger to pedestrians.</p>	<p>Trial closure of Newent Close to assess impact to the neighbourhood.</p>
	<p>The location of parking bay opposite the Trinity Centre entrance will continue to obstruct access for bin lorries.</p>	<p>The parking space location will be reviewed.</p>
General public	<p>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 neighbourhood post CPZ;</p>	<p>Timescale and order of implementation will be investigated.</p>
	<p>Some Pay & Display parking zones should be incorporated into the neighbourhood;</p>	<p>Shared-use (permit holders or 2 hours max pay by phone) parking bays are recommended for</p>

		<p>inclusion in the detailed design. To be located in Bonsor Street (flank of 151 Southampton Way and Nos. 9-11), Coleman Road (bay outside No. 84 southward) and Rainbow Street (outside Nos. 1 to 11 and bay outside 47 to 53).</p>
	<p>Some bicycle parking should be incorporated into the scheme;</p>	<p>This can be investigated further during detailed design.</p>
	<p>The proposals for the neighbourhood were not radical enough and a one-way system should be considered for the neighbourhood.</p>	<p>One way system is not considered as it encourages higher speed, reduce accessibility and will not reduce the overall traffic level in the area.</p>