

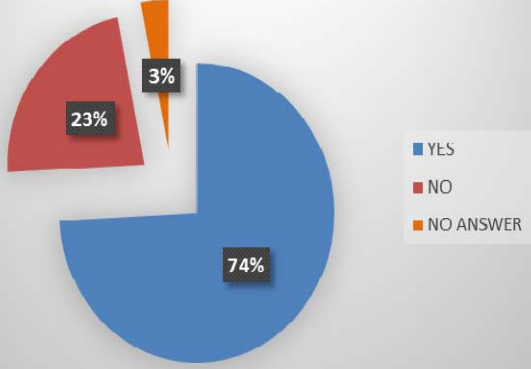
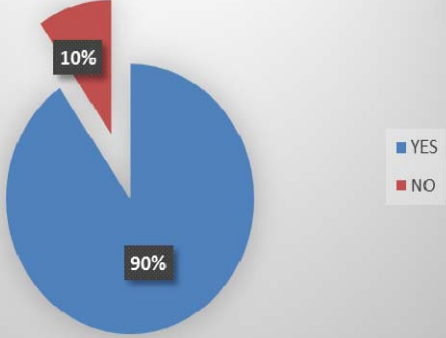
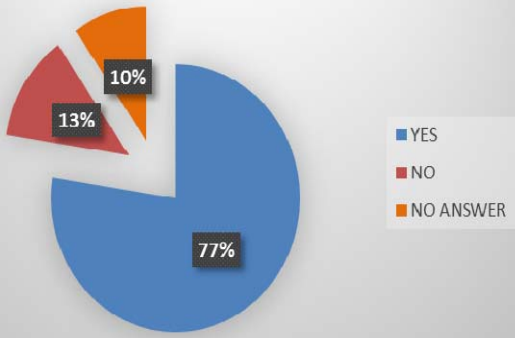
APPENDIX A

Elephant & Castle to Crystal Palace Quietway (QW7)

New Church Road / Edmund Street junction to Peckham Road

Responses to Consultation Questions

New Church Road / Edmund Street junction

<p>Q1. Generally do you support the proposal?</p>	<p style="text-align: center;">Support for the overall proposals</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p style="text-align: center;">Yes: 23 No: 7 No Answer: 1</p>	
<p>Q2. Do you support double yellow line traffic restrictions at junctions to improve safety for all road users?</p>	<p style="text-align: center;">Double yellow line extension at junctions</p>  <p>■ YES ■ NO</p>
<p style="text-align: center;">Yes: 28 No: 3 No Answer: 0</p>	
<p>Q3. Do you support the proposals at Brunswick Park junction with Benhill Road?</p>	<p style="text-align: center;">Support proposals at Brunswick Park junction with Benhill Road</p>  <p>■ YES ■ NO ■ NO ANSWER</p>
<p style="text-align: center;">Yes: 24 No: 4 No Answer: 3</p>	

APPENDIX B

Elephant & Castle to Crystal Palace Quietway (QW7)

**New Church Road / Edmund Street junction to
Peckham Road**

Main Consultation Issues and Responses

New Church Road / Edmund Street junction to Peckham Road

Proposal	Concern/Objection	Response
<p>Overall</p>	<p>New Church Road / Edmund Street / Southampton Way Junction is unsafe for pedestrians and cyclists trying to cross</p>	<p>Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p>
	<p>Request for modal filtering - Speeding and rat-running along Edmund Street / Church Street will not be discouraged with current proposals.</p>	<p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
<p>Extension of double yellow lines</p>	<p>Loss of parking.</p>	<p>The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents occurring. It is part of LBS strategy to increase the safety for all road users as it addresses the conflicts because vehicles as well as vehicles and pedal cycles.</p>
<p>Proposals at Brunswick Park / Benhill Road junction</p>	<p>Adequate visibility is achieved with current junction layout.</p>	<p>Large radius layout raises the likelihood of left turn collision at junction.</p> <p>Visibility is improved with proposed layout.</p>

APPENDIX C

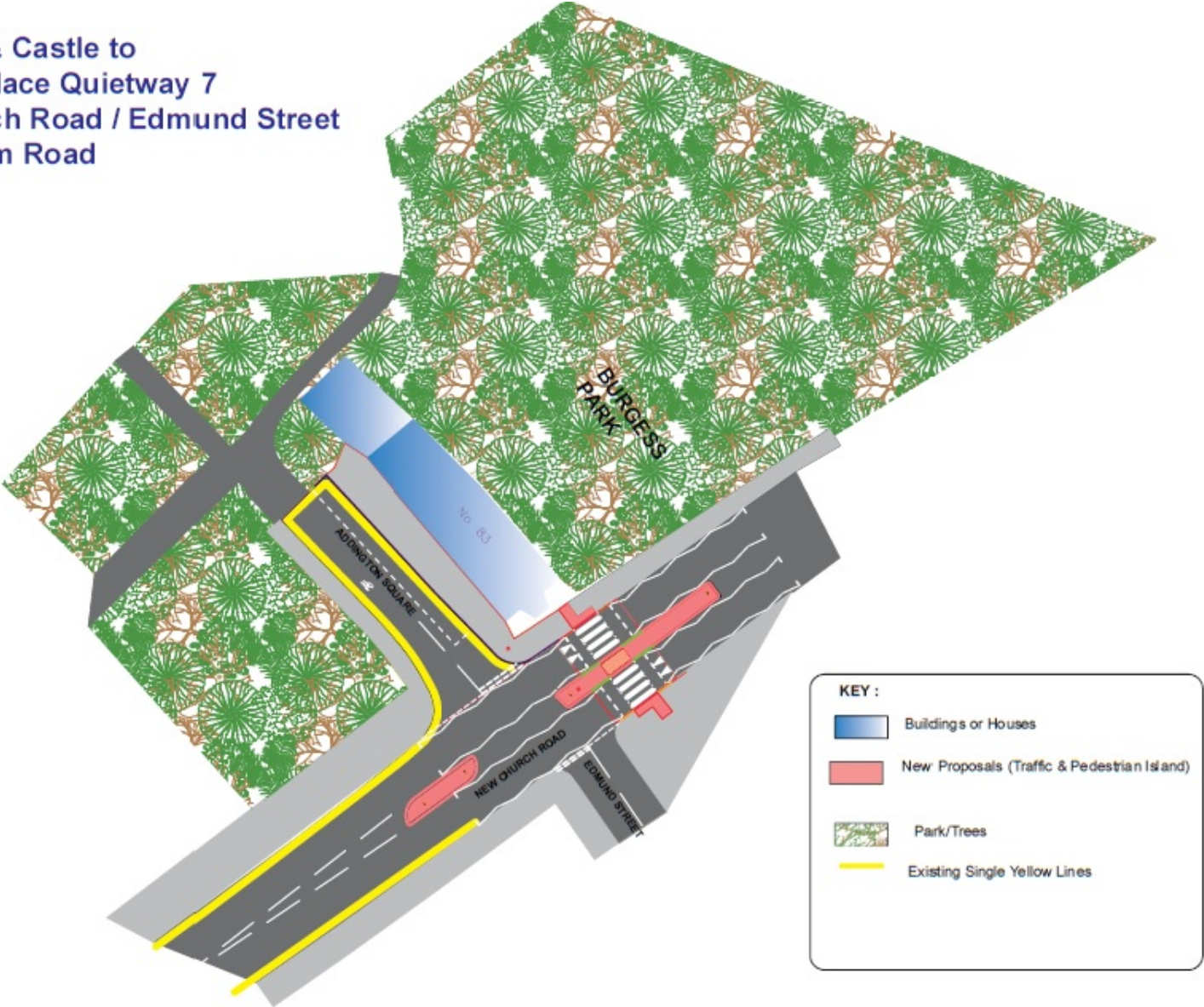
Elephant & Castle to Crystal Palace Quietway (QW7)

**New Church Road / Edmund Street junction to
Peckham Road**

Consultation Plans

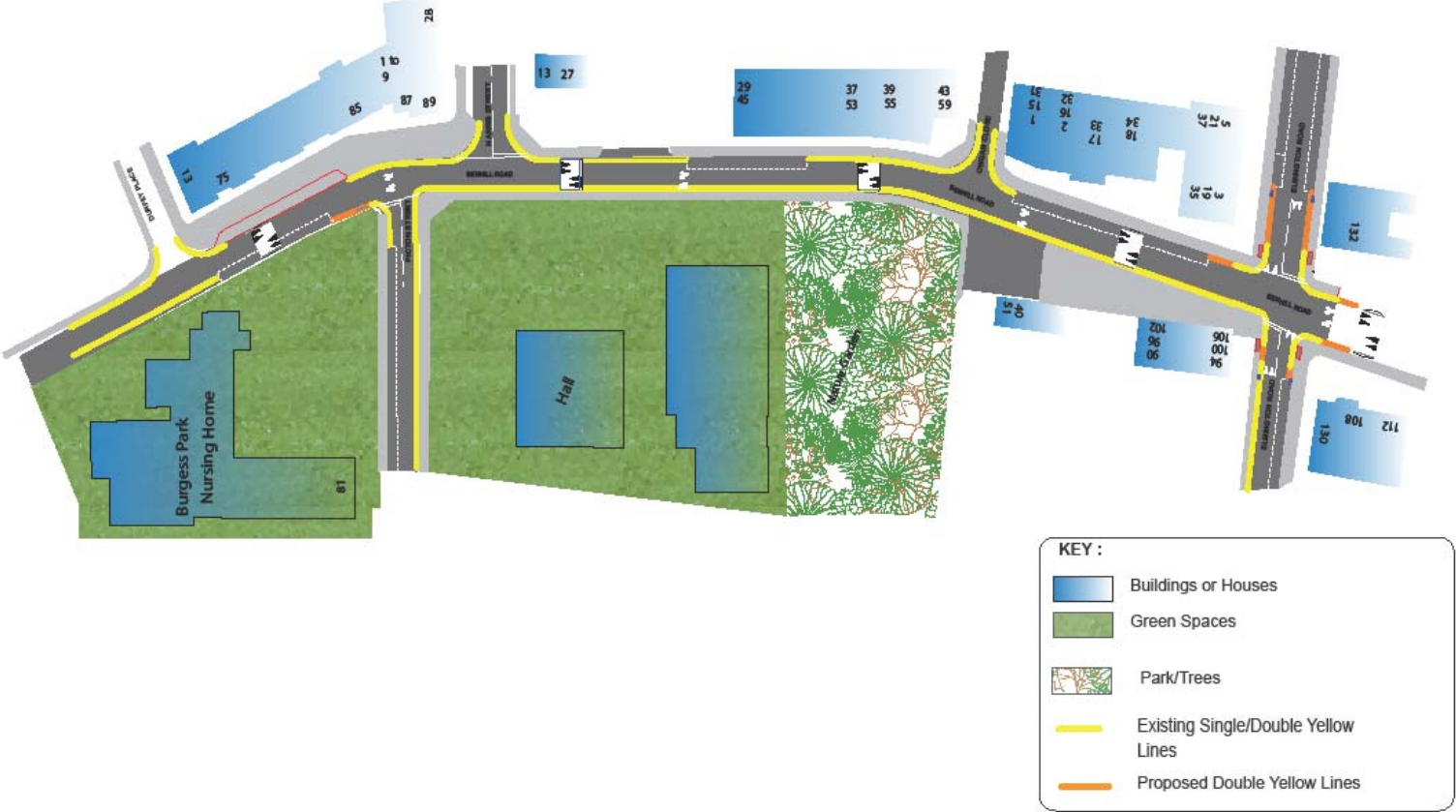
QW7 – NEW CHURCH ROAD / EDMUND STREET JUNCTION TO PECKHAM ROAD

Elephant & Castle to
Crystal Palace Quietway 7
New Church Road / Edmund Street
to Peckham Road



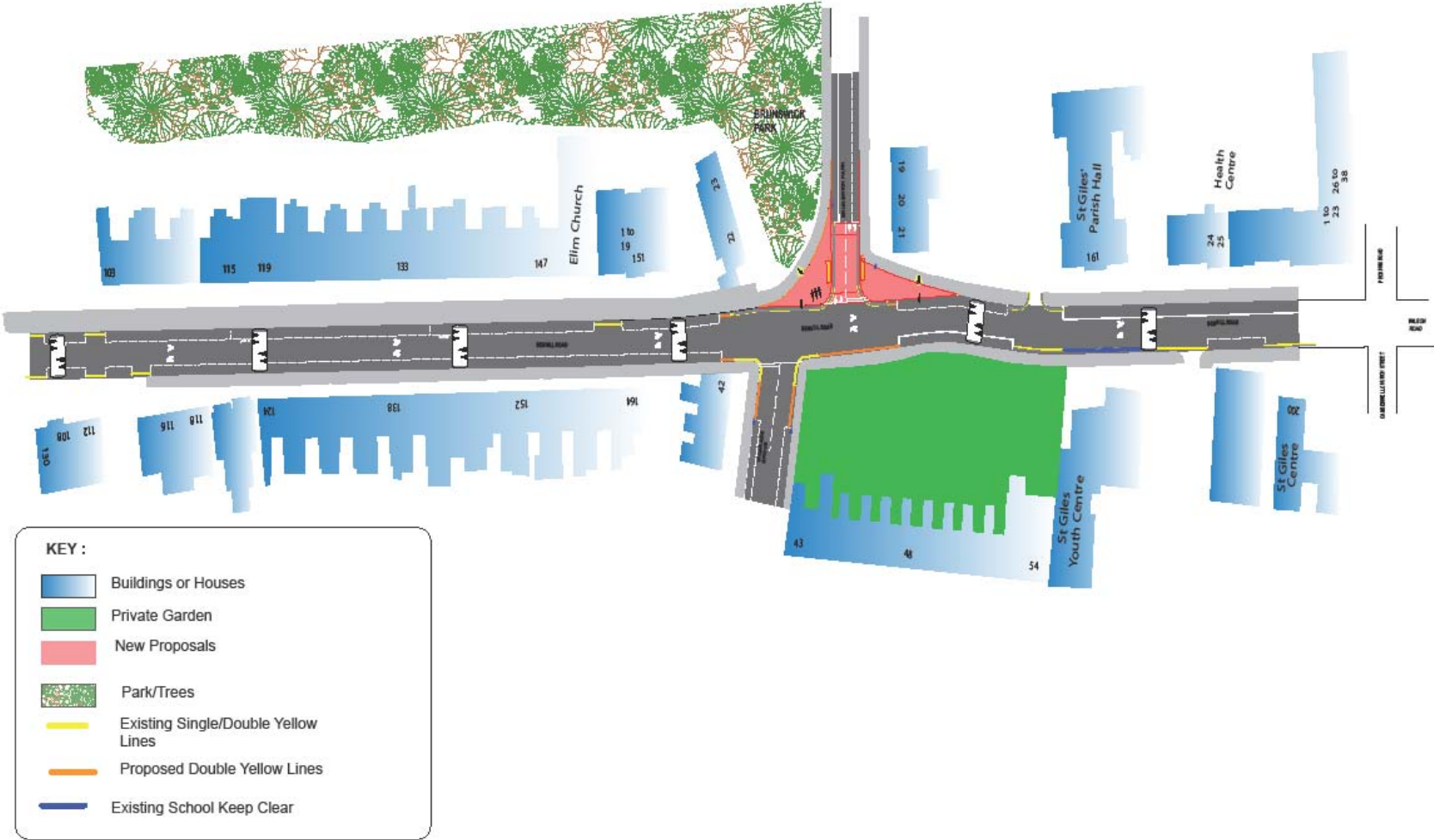
QW7 – NEW CHURCH ROAD / EDMUND STREET JUNCTION TO PECKHAM ROAD

Elephant & Castle to
Crystal Palace Quietway
Benhill Road



QW7 – NEW CHURCH ROAD / EDMUND STREET JUNCTION TO PECKHAM ROAD

Elephant & Castle to
Crystal Palace Quietway
Benhill Road



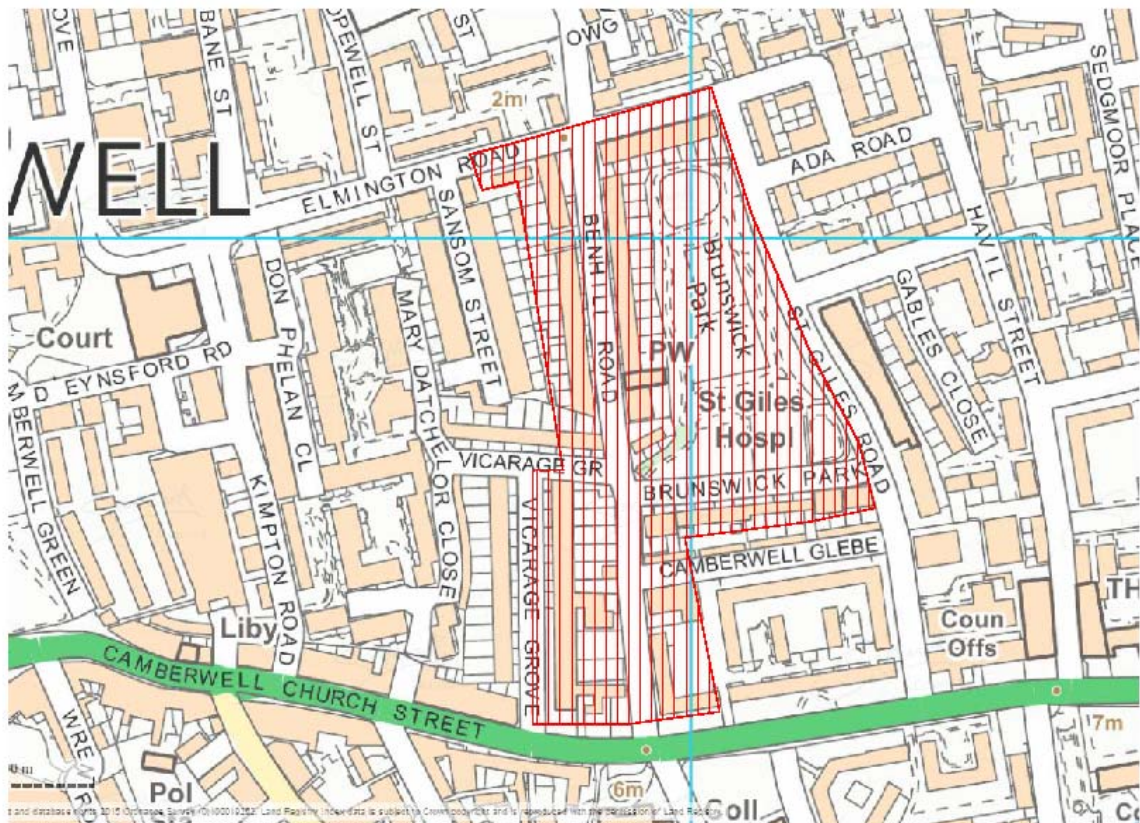
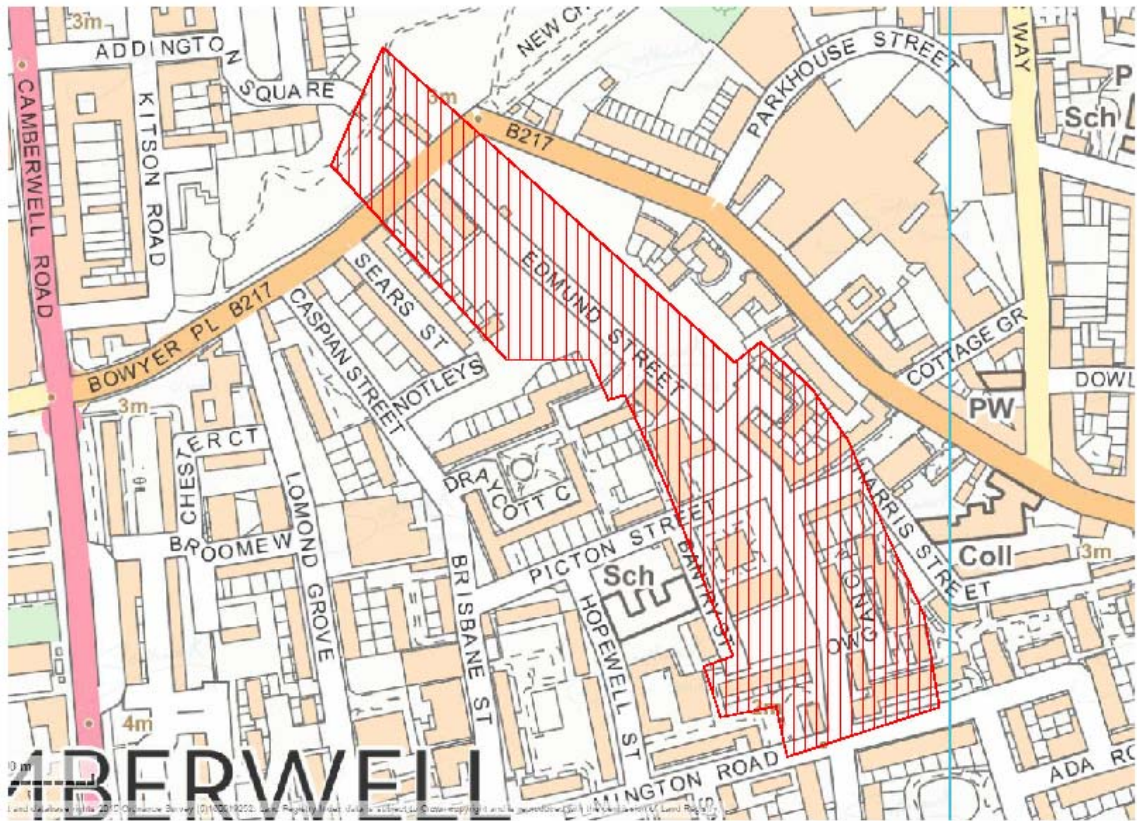
APPENDIX D

Elephant & Castle to Crystal Palace Quietway (QW7)

**New Church Road / Edmund Street junction to
Peckham Road**

Consultation Area

New Church Road / Edmund Street junction



APPENDIX E

Elephant & Castle to Crystal Palace Quietway (QW7)

New Church Road / Edmund Street junction to Peckham Road

Detailed Consultation Comments and Responses

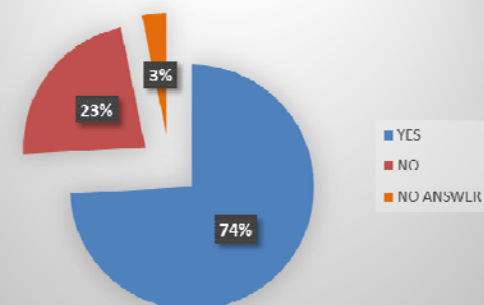
Key for summary tables:

In support of proposals	General supportive comment – no response required
In support of proposals	Supportive with specific points to be considered – response required/provided
Objection to proposals	Objection with specific points to be considered - response required/provided

New Church Road / Edmund Street junction to Peckham Road

Q1. Generally do you support the proposal?

Support for the overall proposals



Reference No.	Support	Comment	Key Considerations (and Responses)
1	Yes	<p>The proposals as they stand are positive; however they overlook wider road-user problems on this route. A significant problem for vehicles travelling west on Brunswick Park is poor light caused by overhanging poorly managed street trees. The poor quality of the pavement on this street and widespread storage of wheelie bins in the pedestrian thoroughfare encourages pedestrians into the road, increasing accident risk. A scheme that seeks to effectively address road safety and public realm amenity must also address these issues.</p> <p>The scheme outlined does not seek to address pedestrian and cycle crossing at the junction of Benhill Road and Peckham Road. I urge you to review crossing and traffic light timing and review poor placement of speed bumps adjacent to the junction. If this is not address, cyclists exiting the consultation area will face significant accident risk.</p> <p>The consultation also does not address street lighting adequacy. This is vital for cycle safety, especially on stretches of Benhill Road where resident parking bays line both sides of the street. This issue is associated with poor street tree maintenance and should be reviewed jointly.</p> <p>Finally, it is very unfortunate that the proposals to reduce on street parking bays is taking place weeks after the consultation on resident parking restrictions in EC. If this had been publicised prior to that consultation, my</p>	<p>Footway obstructions and improvement Identification of locations for new trees and reducing footway obstructions and quality of the pavement will be considered further as part of the Detailed Design Stage.</p> <p>Benhill Road / Peckham Road junction Not part of this scheme but it will be raised / passed to the relevant department.</p> <p>Street Lighting A street lighting assessment will be undertaken as part of this scheme. If found to be sub-standard, an upgrade will be proposed for the overall route.</p> <p>EC parking consultation Quietway 7 is an independent scheme and not linked to the EC Resident Parking Restrictions. However, this information will</p>

		response would have been different. In light of these changes, the council must reopen its EC residents parking consultation	be forwarded to the relevant department
2	Yes	<p>The proposed changes at Brunswick Park junction with Benhill Road will make crossing the road a lot safer.</p> <p>I would only add that you should ensure that least three cycle stands should be available here.</p> <p>The proposed reconstruction of a traffic island on New Church Road at the corner with Edmund Street is welcome, as it's a start to making that corner usable by pedestrians, but a pelican crossing would be preferable to the current zebra crossing, which I have found is often ignored by rat-running drivers coming off and approaching Southampton Way.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction</p> <p>Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Cycle stand provision will be considered in the Detailed Design stage.</p>
4	No	Have you got better things to spend tax payers money on cycle routes, as they don't pay anything to the roads? Cars spend lots of money on parking outside these road and road tax, think again please. Leave roads as they are.	None
19	No	Writing as a cyclist - probably about six hours' cycling a week - I find these proposals completely unnecessary, and a quite appalling waste of public money, especially at a time when it is in very short supply. That goes for much of the Cycling Superhighway system too, though it is irrelevant to this discussion.	
5	Yes	Q3 long overdue	None
6	Yes	I think this is a fantastic initiative. I use the route of the quietway 7 every day to travel to work. It's a much less polluted and particularly safer route than Walworth Road/Elephant And Castle. However, the only danger is that people use part of it as a cut through. So there are often cars pulling out without looking. Any initiative to improve visibility is therefore great. We also frequently walk to Brunswick Park with our dog and i have found the	None

		<p>size of the road there unnecessarily large. The proposal will make the area much safer and can also create something of an open public space.</p>	
8	Yes	<p>We fully support the quiet way proposals but have the following comments:</p> <p>a) If it's a quiet way and part of the cycle super highway then restrictions should be imposed on heavy goods vehicles using it as a through route. This could be done by weight restrictions & access only arrangements. Heavy goods vehicles should only use Peckham Road and Southampton Way.</p> <p>b) As the existing plane trees reach the end of their lives they should be replaced with more suitable tree species for the type of highway & pavements found in this area. We love the trees and applaud the Council for fairly regularly pollarding them but a phased replacement could be considered.</p> <p>c) Could the Council please consider reducing street clutter especially in Camberwell Church Street and some of the entrances to the side roads? Two examples.. the HUGE signs put up recently in Vicarage Grove at its junction with Church Street are totally-over- the- top and why can't posts contain more than one sign (assuming they are absolutely necessary in the first place) a new post & lit sign showing the crossroads with Benhill Rd and Elmington Rd was put up recently when there's a lamp column only a metre away which could have been used.</p> <p>d) The junction of Edmund St and Southampton Way is a difficult one for road users and pedestrians. Some vehicles speed round from Southampton Way going towards Walworth Road, this is dangerous and some thought could be given to slow traffic in that direction due to poor sight-lines.</p>	<p>QW7 is a scheme independent to Cycle Superhighways. Restrictions on heavy goods vehicles would require additional analysis of the wider traffic impacts which was beyond the scope of this project.</p> <p>Replacing existing mature trees beyond the scope of this project, but this comment will be passed on to the relevant department.</p> <p>Decluttering is part of the Mayor's vision for the Streets of London. Review of signing will be undertaken in the detailed design stage.</p> <p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered in the detailed design stage.</p>

9	Yes	<p>The things that would really change this would be any of Model filtering, e.g. closing the junction between Edmund St and New Church Road for cars</p> <p>This is a massive disappointment. I use this road every day and it is not a pleasant environment for cycling -- granted levels of traffic are low, but any motor traffic which there is comes in conflict with people on bikes because there is not enough space to safely overtake. Your proposed changes will not change this.</p>	<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
10	Yes	<p>Excellent proposals and further example of Southwark's commitment to cyclists.</p> <p>This will really encourage new cyclist who are nervous about using roads and will also direct traffic to Southampton Way.</p> <p>Also an excellent project working in parallel with the work on the Southern tip of Burgess Park- good joined up thinking!</p>	<p><i>None</i></p>
12	Yes	<p>So little is proposed with this scheme apart from some management of parking. The will have little effect on cycling levels in this part of the borough unless roads are filtered. There are no details at the junction at the TLRN, will there be a future consultation by TfL? This junction scores very low using the JAT and needs segregated lanes. Cycle parking should be installed throughout. Can the final consultation report include a link to the previous consultation process in Edmund Street and the CLOS score.</p>	<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
13	N/A	<p>Perhaps you know better than i, but i was not aware there was a huge safety issue ay the Brunswick Park/ Benhill Road junction? It would seem a waste of money in these times of constraint to use money on a project just to 'tidy up' a junction that has functioned well for many decades. If i am mistaken and there have been accidents there- then i would support it.</p>	<p>Large radius layout raises the likelihood of left turn collision at junction.</p> <p>Visibility is improved with the proposed layout.</p>
14	Yes	<p>Happy with more green and bicycles. As well as less traffic.</p>	<p><i>None</i></p>
15	Yes	<p>In my opinion it will make the roads a lot safer for pedestrians and cyclists.</p>	<p><i>None</i></p>
16	Yes	<p>Yes!</p>	<p><i>None</i></p>
17	Yes	<p>Why are cycle hangars (as opposed to cycle stands) not included in these proposals? They offer more protection from theft than stands, are easy to</p>	<p>Additional Cycle Facilities – Cycle Hangers</p>

		<p>use, and will allow people to cycle who don't have space to keep a bike at home. Cycle hangars take up only half a car parking space and fit six bikes, so reassigning a single parking space enables up to 12 people to cycle. They will encourage more people to take up cycling and help to reduce car use.</p> <p>Hangars have already been installed across Lambeth with great success. What is Southwark Council waiting for?!</p>	<p>The location of cycle facilities such as cycle hangars will be considered in the Detailed Design stage.</p>
18	Yes	<p>Would like Edmund St closed to through traffic. This would improve the scheme no end. The design of this northern section has major potential problems for cyclists with significant on-street parking that changes sides of the road on occasion, a narrow carriageway (c5 to 6 metres) which, with the car parking, will mean that cyclists will always be prone to intimidation by vehicles coming in the opposite direction.</p> <p>And PLEASE emphasise the wider benefits of this scheme - less air pollution, better environment for pedestrians especially mothers with children in hand and the elderly - as well as supporting cycling, the Quietways are also supposed to be about improving the places they pass through and a road closure in this area (eg just north of Picton St) would create a virtual Home Zone for the new residents in that area and an almost traffic free route for people wanting to walk or cycle to Burgess Park from this area and Camberwell more generally.</p>	<p>Request for modal filtering</p> <p>LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
20	Yes	<p>There is no problem with the use of frequent sinusoidal humps to calm this section. They are effective and inexpensive. The junction improvements at Brunswick Park are very welcome. Our concerns focus on Edmund St and the narrowness of the road in the light of the public realm changes associated with the Notting Hill scheme. We have long advocated the benefits of a point close at some point on Edmund St north of Elmington Road. This would reduce the danger from motor vehicles significantly and offer a major liveability improvement for residents and pedestrians wanting to visit Burgess Park from the Camberwell direction. For cyclists the dangers remain from a 5-6meter road width narrowed by 2 metres with car parking alternating sides along Edmund St. While traffic volumes may be low, there will be danger for cyclists whenever vehicles approach in the opposite direction. A point closure is still very much needed.</p>	

<p>London Cycle Campaign (21)</p>	<p>No</p>	<p>The plans as currently proposed offer merely marginal improvements to existing roads, but do not in any meaningful way represent a cycling route that is "quiet".</p> <p>The crossing at New Church Road involves 4.0m traffic lanes. The 3.2-4.0m range of widths is considered a "critical fail" in the new CLoS system as part of the LCDS. The implication is that the lane is wide enough to allow vehicles to speed up and pass cyclists within the lane, but not wide enough for them to do so safely. At the same time, the nearby zebra crossing provides an opportunity to use some kind of dual crossing to get cyclists across the road more safely.</p> <p>The London Cycling Campaign joins both Southwark Cyclists and Living Streets in asking that Edmund Street is closed to through motor traffic. Edmund Street is narrow and there is parking retained forcing cyclists out from the kerb, that makes the experience of cycling less comfortable and again less "quiet". A filtered permeability approach is by far the best option here, but failing that, much more work needs to be done on Edmund Street to make it feel sufficiently quiet and calm for less confident cyclists.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
<p>22</p>	<p>Yes</p>	<p>The proposed junction at Edmund St/Burgess Park will direct the cyclist from the road onto the park and this is a good route through to Walworth Road. This will then put the cyclist onto a main route which also goes up to and link with Portland St What about cyclists going across to Wells Way?</p> <p>How will it work for cyclists wanting to come FROM Portland St, do you think that they will make that extra loop round by Addington Square - when at the moment they come down New Church Road and straight onto Southampton Way.</p>	<p>Plans for Burgess Park are currently being considered.</p>
<p>23</p>	<p>Yes</p>	<p>It seems the route leads through Burgess park and through a number of green spaces. Quietways are not quite when they go off road. shared use paths become dangerous for pedestrians. Whilst I support Quiet ways in general I don't support channelling hundreds of cycle commuters through local parks and the creation of cycle rat runs off road.</p>	<p><i>None</i></p>
<p>24</p>	<p>Yes</p>	<p>This route already appears to be used by a growing number of cyclists and I support any moves to improve its safety for all road users.</p>	<p><i>None</i></p>

25	Yes	<p>As both a cyclist in London and a car driver in London, I can provide I hope a more objective view. Whilst narrow roads and speed bumps are thought to assist cyclists, this is often not the case. Car drivers, desperate to get past, will accelerate and brake very sharply because of speed bumps which make it harder for them to overtake, leading to dangerous overtaking which compromises the cyclist's safety.</p> <p>Furthermore speed bumps add to emissions significantly (because of the braking / accelerating cycles, see transport laboratory report) and frankly damage vehicles, and sometimes even property located close to speed bumps. Any proposal to make our roads still worse in this regard should be resisted. Motorists should be checked with radar guns by traffic wardens and issued fines immediately to train minds on driving within the speed limit. This approach is known to work well in Germany and France.</p> <p>The extension of quiet routes for cyclists is good. The need for attention to detail is critical. A very good example would be the quality of the road surface after the crossing from Edmund street to Addington Sq. and into Burgess Park. For an inexperienced cyclist the pavement (technically meant) quality is atrocious, with narrow bits, high amplitude bumps, potholes and obstructions such as metal gates all contributing to the risk of a wobble or even accident. Yet there's nothing in the plans to improve this obvious bottleneck. Have the planners even ridden a bike along the route they are proposing to spend money on??</p>	<p>The introduction of a speed-controlling measure such as a road hump can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels. However, vehicle noise emissions may also depend upon the way vehicles are driven:</p> <ul style="list-style-type: none"> - a passive style of driving, at a lower but constant speed, contributes to lower noise levels; - an aggressive style, with excessive braking and acceleration between speed control devices, gives rise to a highly fluctuating noise level, which can in turn contribute to noise disturbance to residents. <p>(LTN 1/07, Department for Transport)</p> <p>Poor road surface quality on Edmund Street to Addington Square</p> <p>This comment will be passed on to LBS maintenance team to consider in the Detailed Design Stage.</p>
28	Yes	<p>I do not agree with a waiting area for cyclists on New Church Road. A toucan crossing is needed for cyclists to cross. For children and other more vulnerable cyclists, waiting in the middle of the road is not an option. When doing group rides especially with families on larger cargo bikes or tandems or with disabled people using tricycles, the waiting area is not large enough and cyclists would not feel safe on such a busy road.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction</p> <p>Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p>

29	No	<p>I object to these proposals as they would make not net improvement at significant cost.</p> <p>I object to all the humps. Even well designed humps are uncomfortable for cycling and national/London guidance advises against them. A mix of traffic calming measures should be used, as shown in Figure 3.9 of the London Cycling Design Standards.</p> <p>The New Church Road crossing is particularly bad for users of this route and the changes proposed fail to improve it substantially. Worse still, the proposals make conditions much worse for people cycling along New Church Road, which is designated as a cycle route in the Southwark Cycling Strategy. Back to the drawing board please and reconsult as part of the Burgess Park consultation. A mini-roundabout would help as it would require drivers to give way more. Better still a point closure of Edmund Street and create a parallel zebra crossing.</p> <p>I object to the lack of consultation on Edmund Street - the previous consultation was carried out before this route was designated as a quietway.</p>	<p>The proposed road humps are the cycle-friendly sinusoidal type designed according to the LCDS (London Cycling Design Standards) which contains the latest research on cycling facilities and comfort improvement.</p> <p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>
Southwark Cyclists (30)	No	<p>This response is from Southwark Cyclists, drafted in consultation with our membership.</p> <p>General</p> <p>The basic route of Quietway 7 is mostly good and will provide a useful link. However, these very unambitious proposals will do little if anything to “overcome barriers to cycling” and attract new cyclists, which is of course the main aim of the Quietways programme.</p> <p>Roads, where narrow, must have much reduced parking and the overall route should have much more filtering to stop rat running through motor traffic. This would create the “quieter, low traffic” environment that is the Quietways programme’s aim. There are 2 primary schools on this route, these plans will not encourage parents to let their children cycle to school.</p>	<p>New Church Road / Edmund Street / Southampton Way Junction Further investigation and analysis of this junction will be carried out and proposals to improve road safety and pedestrian accessibility will be considered during preliminary design stage.</p> <p>Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.</p>

For these reasons, although we support the few specific measures, we cannot approve this proposal overall.

Here are some suggestions for making the route much more cycle-friendly.

1. A light controlled cycle crossing across New Church Rd. Counts made around the morning peak on Thursday 19th November gave 800 motor vehicles per hour (2-way flows). This equates to 9500 per day. DfT Guidance (LTN 2/08: Cycle Infrastructure Design (2008)) says that above 8000 PCU/day signalised cycle crossings should be installed. Observing the high motor traffic at this site indicates clearly that a proper cycle crossing is required. Nothing is included in the proposal.

2. Carriageway narrowing in New Church St. Amazingly, the proposal widens the motor carriageways at New Church St by reducing the present 3 normal lanes to 2 wide lanes. The information on the consultation document is quite wrong and presents a completely misleading picture. It refers to “maintaining 4 m carriageway widths”. But the Eastbound carriageway is only 2.7m and the westbound is 2 lanes of 2.5m. What is happening here is carriageway WIDENING. This will speed up traffic and make the crossing more dangerous (it is close to a bend). The opportunity should have been taken to widen the pavements so that the crossing could easily be made without the need for a central island. Although outside the scope of this consultation, some space could also have been used for cycle lanes on this popular E-W route.

3. Edmund Street from New Church to Picton.

a. The Consultation notes say this has already been subject to “highway works” consultation. However, this was not a consultation on a cycle Quietway and this section certainly needs to be improved as it is one of the worst parts of the route.

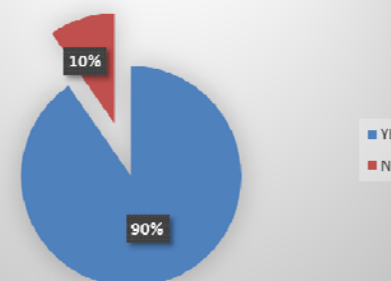
c. Filtering. There is no need for this segment of Edmund Street to be a through road. There are easy alternatives that are nowhere near capacity. By filtering Edmund St close to the Primary School it would be possible to

		<p>create a quiet access road that would allow residents, including children, from the new blocks safe access by bike or walking to Burgess Park. It would also provide a safe route for at least part of many journeys to the school, so encouraging active travel.</p> <p>d. It has to be remembered that we have a particular duty to ensure that handicapped cyclists can have equal access to cycle routes. Such cyclists frequently ride tricycles. Due to the extra width there are particular problems with narrow roads that, like Edmund Street, have significant levels of motor traffic. For such cyclists, maintaining a decent carriageway width by removing parking, or better still filtering to reduce traffic to access only, will make the difference between being able to use a route and not being able to.</p>	
31	Yes	Overall, i think all suggestions make a lot of sense in terms of road safety in the area; for pedestrians, drives but also for cyclists. I do feel that maybe more cyclist friendly junctions could be implemented elsewhere.	<i>None</i>

New Church Road / Edmund Street junction to Peckham Road

Q2. Do you support double yellow line extension at junctions to improve safety for all road users?

Double yellow line extension at junctions



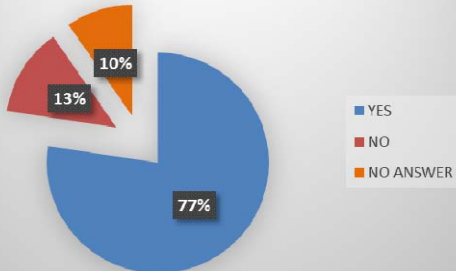
Reference No.	Support	Comment	Key Considerations and Responses
8	Yes	We do not object to the loss of a limited number on-street car parking spaces to support safety improvements, although perhaps more could be provided along Edmund Road as the new development will create additional demand.	The new developments will introduce additional parking along Edmund Street.
9	Yes	Removing parking on one side of the road and introducing a cycle lane both ways which is protected from traffic (on the pavement side) -- this is my preferred option. With the suggested changes, my children or my parents will still be too scared to cycle along there, and it will continue to be unpleasant for cycling.	None
21	Yes	Benhill Road can be fairly busy for a primarily residential street. Given that, we need measures to ensure it's properly calm and safe. The current scheme represents very little change from the present. At the very least we'd like to see more done around the junctions to ensure good sightlines and calmed traffic.	Request for modal filtering LBS is currently investigating point closure options on Edmund Street and Benhill Road. Traffic re-assignment analysis is being carried out to assess the impact of closures.
30	Yes	This is the site of major new building that includes plenty of parking off street. There is no need for any on street parking on this narrow stretch of road.	The level of on street parking was agreed as part of the planning application process for the new development.
31	No	I also feel quite strongly that the Edmund St yellow line extensions are a bit drastic as there need to be more parking spaces available for community drivers. (nb i do not drive but am a keen cyclist)	The extension of double yellow lines aims at improving visibility at or near junctions to reduce the likelihood of accidents

occurring. It is part of LBS strategy to increase the safety for all road users as it addresses the conflicts between vehicles as well as vehicles and pedal cycles.

New Church Road / Edmund Street junction to Peckham Road

Q3. Do you support the proposals at Brunswick Park junction with Benhill Road?

Support proposals at Brunswick Park junction with Benhill Road



Reference No.	Support	Comment	Key Considerations (and Responses)
19	No	Specifically, there is no need at all for changes at the Benhill Rd/Brunswick Park junction as there is ample room and visibility already. Elmington Rd/Benhill Rd could be improved as people do park too close to the junction for good visibility.	Large radius layout raises the likelihood of left turn collision at junction. Visibility is improved with the proposed layout.
29	Yes	The Brunswick Park junction should be tightened further with buildouts outside the junction, as on Portland Street. Less confident/slower cyclists should not have to pull out from parked cars where there is a long gap between bays: instead the gaps between car parking should be built out.	None