

Appendix 1 Responses from Email and Appyway

Number	Responses from Email
1	<p>I've just read the report about the Brunswick Park LTN - https://modern.gov.southwark.gov.uk/documents/s103134/Appendix%202.pdf</p> <p>I thought I had responded to the consultation exercise, but there's no sign of my input (I live on Parkhouse St, which isn't namechecked in any of the tables). I'm generally in favour of LTNs, and I'd love to see lower volumes of traffic on our streets. But I think it takes a long time for this to be achieved, and in the meantime I'm concerned about traffic being displaced from some streets to others. This is the main point I'd like to make. When this LTN was first proposed, then introduced, I sent a number of emails highlighting my specific concerns, and asking questions about traffic monitoring - in particular, which streets would be monitored. I never received a response to the latter. I can't see any factual data about traffic movements, but there is interesting anecdotal evidence in paragraph 25 of the report: 246 respondents think that Southampton Way has become more busy. I would agree. As a pedestrian, I've found that crossing Southampton Way has become more tricky, because there's often no gap in the traffic. And I think there's been a knock-on effect on Parkhouse Street. which is one-way - vehicles exit onto Southampton Way. Like many people, I've been working from home a lot over the past 18 months. I work in my front room, looking out onto Parkhouse St, so I'm very aware of the volume of traffic. When Southampton Way is busy, vehicles on Parkhouse St have to queue to make the turn. There's often a long line of vehicles. Their engines are running, and in the summer when my windows were open I was very aware of diesel fumes. The drivers also get impatient, so there's a lot of futlie horn-blaring. I think this has become a more frequent occurrence in recent months. We were told that this LTN was different to others in the borough, because GSTT had designed it and would be doing the monitoring themselves. I don't know what baseline measurements were taken, or what has been assessed since then, but I really hope there is data about traffic movements in all the surrounding streets. Much as I support the Brunswick LTN, I think it would be a great shame if residents of other streets suffered an increase in traffic.</p>
2	<p>To Whom It May Concern I wish to object to the proposals to make the street changes in Brunswick Park permanent on the grounds that they do not achieve the objectives that they set out to do, and they negatively impact the sense of safety of pedestrians, particularly women. The objective/s of the changes have never been clear or coherently argued. I've written to yourselves at some length and while I have received a reply, it has still been woolly - I lost count of the number of times "focus" was used in relation to different objectives. One outcome of the changes is that no-one who needs to use a vehicle uses it any less, they just drive further on every journey they make. None of the neighbours have converted to bicycle use. The people who cycle continue to do so and say</p>

	<p>they feel safer on side roads - but at some point they still have to join or cross a main road - which is now busier because of the additional traffic from side roads. Secondly, in the 12 months since the LTNs were put in, safety issues have been considerably heightened. Streets are deserted at night, even out of lockdown. Reports have been made to our TRA that women feel less safe walking or cycling at night because there are few or no passing cars. There has been at least one mugging on Benhill Road (extremely rare) and two deaths in Brunswick Park in the last 6 months, one of which was in suspicious circumstances and remains unresolved. If there were more cars and more people, perhaps at these could have been prevented or there would have been more witnesses. All of these have negatively impacted on the local community, where a sense of safety, engagement and inclusion are essential to people's sense of belonging. Before you go ahead and sign the orders, I would ask that you pause to review recent events and the concerns raised and ensure that any benefits of the LTN outweigh the impact on local residents' sense of safety.</p>
3	<p>Dear TMO Officer, I'm writing this email to express my opposition of the proposed permanent changes of the above for the reasons below: 1. We have not seen any concrete evidence that these changes have improved the wellbeing of all residents, infact I have experienced the opposite. Certain roads including the one we (my family) live on have experienced an increase in car numbers as they try to manoeuvre the blockades, increasing disturbance and pollution to us. 2. This has also caused increased traffic at the few entry and exit points, causing a backlog of more traffic on the periphery. This will be increasing pollution to those living nearby 3. It has made the roads with no through traffic more dangerous to walk through at night, with a few residents including my Mum expressing concerns about their safety due to youths seemingly choosing these roads to hang around at night. 4. We live in close proximity of 2 parks and it has never been a problem to walk/cycle/enjoy these before, having grown up here... I haven't experienced any change to my enjoyment of these spaces in the past year. 5. There have been vandalism attempts on these blockades which is adding to a waste of our council tax In conclusion I have seen a division in the area because of these changes with many residents being at a health and well-being disadvantage due to increased cars down their roads when previously we all had a small amount of manageable traffic on our roads. I do not support the permanent fixture of these changes.</p>
4	<p>Dear Sirs, I am pleased that the scheme is to be made permanent. The survey shows that pedestrians using Benhill Road feel safer. They are not. Watching a delivery van back down Benhill road at 20 mph is a terrifying sight, the more so if the road is full of excited children from Brunswick school and their younger siblings. Not having a turning space means residents and visitors do the same or perform a hazardous 3 point turn. Benhill road is now effectively a pedestrian zone with vehicles only permitted for access. The remedy is simple; move the barriers north and west of the junction between Benhill and Elmington roads. Through traffic is still blocked but local traffic can circulate in accordance with Govt guidelines.</p>

5	<p>Dear Sir or Madam, You have invited comment on your report and decision on the Brunswick Park traffic scheme. Despite repeated promises at public meetings you have failed to provide information relevant to the decision including air pollution but also the effects on services, especially emergency services. I have witnessed only this week an ambulance blue lighting turn off Southampton Way to the Benhill Road block and then back up into oncoming traffic to divert to its destination. The loss of a minimum 5- 10 minutes will ultimately cost lives. Despite this, I trust, being an over-riding priority, I find only a passing reference to an intention to replace the permanent barrier with a camera control. This has, and remains an essential requirement for my personal support for the scheme. It needs to be introduced immediately as such lives can be lost at any time and such access for emergencies should never have been restricted if there has been any objection from the services affected. It seems that some memories are very short after the devastating fire in Havil Street where the deaths involved were at least to some extent attributed to time taken for the fire services to be fully functional. I cannot comment on access issues for the other roads, but Benhill Road is also a notable through route in an emergency so the issues would on balance seem the same. The decision to move the barrier in Havil Street away from the junction at Southampton Way means that satnavs now direct traffic to that route incorrectly. This will be difficult to rectify. Despite requests, there was no reply to the request to explain that change in the original plan. All roads designed as cul-de-sacs have a turning circle. Large vehicles can not safely drive backwards. The cost of building such turning circles was arguably not sustainable for so called temporary measures. It may be difficult to achieve in Benhill Road and possibly Dalwood Street. It is not difficult in Havil Street. Can we now assume that such works, with proper further consultation will now be part of the ongoing plans?</p>
6	<p>Hi there I just wanted to say thank you for making these changes permanent. The temporary measures have made the area cleaner and safer to live in and completely transformed my young family's ability to travel on bike, by foot and on scooters! Thank you too for listening to the responses from local residents and for working to make Southwark a better place to work and live in.</p>
7	<p>Thank you for the direct communication notifying me of the statutory consultation phase for the proposed Brunswick Park LTN and streetscape improvements; I can only assume that as the informal consultation did not pick up any of my comments and despite being instructed by your representative at the single drop-in session to send supporting information as the online questionnaire provided no opportunity to do so, I am sending the email below again and ask the following is fully considered in the statutory review and addressed in any final configuration. As you will see from the below, the central concern is one of safety on Sansom Street where the illegal use by motorbikes as a cut-through has been increased as a direct result of the temporary LTN so would like</p>

	<p>to see the extensive monitoring you refer to which should have picked this up. I do ask that as I have been raising this issue with the local councillors and Highways Dept since 2017/18 that you do not continue to just ignore my requests and address the issue of Harvey Road spur from Sansom Street being used illegally by motor cycles and as part of the proposal to implement an LTN on a permanent basis. I would appreciate a response and sure you will agree there could be a solution here which better delivers for everyone affected.</p>
8	<p>Dear Sir or Madam I am requesting the following information as it relates to The Brunswick Park Streetspace Scheme under The Freedom of Information Act (FOIA) 2000. I am happy to receive the information in digital form. Please provide the following information within the required timeframe: 1. All details & information that relate to the 'extensive monitoring' referenced in your letter of 09 December 2021- specifically the exact nature, scope & duration of this monitoring. 2. The exact numbers of those who participated in the single on-line consultation meeting with a break-down (by number) of those who lived inside & outside the zone. Please also include the means by which participant's addresses were verified. 3. The exact numbers of those who participated in the single in-person consultation meeting with a break-down (by number) of those who lived inside & outside the zone. Please also include the means by which participant's addresses were verified. 4. The exact numbers of those who participated in the on-line survey/consultation with a break-down (by number) of those who lived inside & outside the zone. Please also include the means by which participant's addresses were verified. 5. The total cumulative number of individual respondents living within the zone who participated in the virtual, on-line & in person consultation expressed as a percentage of households within the zone. Please also describe how the issue of duplicate respondents was addressed (ie. the same respondent participating in all three response platforms). 6. Please confirm whether respondents living on the boundary roads (Peckham Road, Southampton Way, New Church Road, Bowyer Place, Camberwell Road, Camberwell Church Street) were counted as living inside or outside of the zone. 7. Please confirm what steps have been taken to measure & assess the impact of increased traffic on homes, businesses/shops, schools, colleges & Art Galleries on the boundary roads, particularly as it relates to the increased levels of emissions & pollutants (with the ensuing impact on respiratory health & noise pollution) that those living, studying & working here will experience if these changes are made permanent. 8. The cumulative total number of participants/respondents on each of the three platforms who were in favour of permanent implementation of the proposed changes WITHOUT ANY AMENDMENTS whatsoever. Please provide this as an absolute number and also as a percentage of households within the zone & include the means by which duplicate responses were eliminated from this number. 9. Please confirm in what way the further assessment (referenced in your letter of 09 December 2021) of the proposed changes be carried out in terms of method, scope & timescale.</p>

9	FAO - TMO Officer As residents of xxx Elmington Road my wife and I would like to express our support for the local authority's decision to make the existing trial changes in the Brunswick Park area permanent. The trial has drastically reduced road traffic in the area, with resulting improvements to local air quality, noise pollution and child safety. Under the previous arrangements we would have been reluctant to allow our young daughter to play or walk independently around Brunswick Park. However, with these trial changes being made permanent, we look forward to her being able to enjoy the local area for years to come. Please let us know if we need to do anything else to register our support for the decision.
10	I have disabled partner. The current closure has made it extremely difficult to get to my GP surgery on St Giles Road. It is taking much longer a time to access my GP and get prescriptions from Camberwell Church Street. The closure has directed more traffic on to the Southampton Way, Elmington Road and all surrounding easy access roads. The closure has created problems for Ambulance access. The last time I dialled 999 it took us more time to get to KCH with the current closure of Benhill Road.
11	Good evening We are STRONGLY against the intended permanent LTNS in Brunswick park area. Thank you Sent from my iPhone
12	Hello, I would like to affirm my support for the Brunswick Park Streetspace Scheme being made permanent. It is a wonderful and valuable addition to the neighbourhood. Best,
13	Dear Sir/ Madam, We are strongly in favour of the Brunswick Park Streetspace Sheme. We moved to Havil St in September 2021. The scheme has meant the area is more quiet and green. We are in favour of Brunswick Park and the surrounding areas being pedestrian and cycle friendly. We very much hope the scheme becomes permanent and hope that you will include both of our votes in favour. Best wishes,
14	To whom it may concern, I am writing to you today in regards to the permanent proposal you have made for the closure of roads in the Brunswick park area. Since these roads have closed I have seen it cause nothing but problems for emergency services and day to day workers. Not only that I believe it causes more air pollution as all the cars have to burn more fuel to go all the way around to get to either Peckham or camberwell. The original letter stated this was to encourage cyclist and children walking to school however I have not seen any significant rise in cyclist or children walking to school. I believe you have actually made the roads more dangerous by closing them as the area is more quiet which can lead to more crime happening such as mugging of women and the elderly. In recent days a body was found in the park which is the 2nd body since you have closed the roads, When cars would drive pass crimes like this would not happen as people would think twice as someone would be likely to witness these crimes taking place. I ask you to reconsider your decisions and think about the the safety of the public on a wider scale and the damage your causing to the environment.

15	Regarding: TMO2122-030_Brunswick Park Streetspace As a resident of the local area I am fully supportive of the changes under this reference, in particular the closures to cars around Benhill road, this makes the entire area quieter and safer, with fewer vehicles cutting through from Peckham Road to Walworth Road. I think all changes in the area should remain in place. The only change I would suggest is possibly more signage on Peckham and/or Walworth Roads to stop cars attempting to get through and having to turn around. Many thanks,
16	Dear Southwark Highways, Ref - TMO2122-030_Brunswick Park Streetspace I write in support of the above referenced project implemented on Benhill Road. I am a resident at xxx Benhill Road and both my husband and I support the scheme for the following reasons in addition to your primary aim to reduce pollution on the street: * Safer street to walk down on - the pavements on Benhill Road are currently uneven and narrow so it is now possible to walk down the vehicular part of the road instead. We would love to see the street turn into a Shared Surface street if that is something you would consider in the future. * There seem to be more pedestrians and cyclists on the street and encourage more people to walk down to Burgess park. We have experienced this ourselves. * It has stopped some drivers using the street as shortcuts which effectively has made average speed on the street much lower. One suggestion we would make is to stop the drivers being able to park their cars near the end of the street so other drivers can do a 3 point turn more easily. Kind regards,
17	These are baracades and do not serve a purpose other than increasing congestion in other areas and adding to longer travelling time and distance along with adding to pollution in the main highstreet where a condensed part of yhr locsl population congregate. I have lived in this area for 21 years and the surrounding roads around the park are not used as a cut through for traffic and the barracades for not reduce air quality around the park or make the roads safer. It also stood emergency services accessing the area in a sufficient time if responding to critical incidents along with increased delivery companies having to jigsaw around the area to make deliveries instead of direct access and therefore reducing vehicle fumes. This propasal is ineffective on not necessary. You, as a council, have been ill advised and should not make these baracades a permanent fixture. Further challenges will be made if this is ignored and the changes made. It is wholly irresponsible of the council to attempt to enforce this through.
18	I write in response to the statutory consultation on the Brunswick Park Streetspace scheme. I support of the Council's proposal to make the current measures permanent and to assess room for improvement. I would suggest in particular: - fitting enforcement cameras to prevent motorists removing the bollards and taking steps to prevent parking that blocks the traffic filters; - working with online mapping providers to add details of the traffic filters so that delivery drivers and taxis are routed correctly; and - assessing scope throughout the area to narrow roadways, expand protected cycle lanes (using simple and cheap bollards as has worked well around Rodney

	Place for example) and expand pavements. Please keep my name, email address and mailing address below confidential in any report you prepare at the end of the consultation period. Best regards
19	<p>TM02122-030 Brunswick Park Streetspace Dear Councillor Rose, I am writing to add my support for keeping the Brunswick Park traffic filters in place. I live on Elmington Road, next to the road filter. Before it was put in place walking my son to school and back was so difficult that I intended to film our attempts to cross the road and send it to the council to demonstrate how dangerous it was. So often we would wait and wait for the road to be clear enough to cross and when we did a car would appear and the driver would continue to speed towards us expecting us to run to the other side, sometimes driving an SUV with children in the back and waving an arm for us to move out of the way. We had so many horrible experiences like this. Worst of all was trying to cross at the junction with Benhill Road. The junction was very busy at school drop off time and few drivers would yield to us crossing the road. I think there is an awful lot wrong with the driving culture in the U.K, where dangerous and aggressive driving is incredibly common. 87% of drivers break the 20 mph speed limits in London, and on a residential street like ours these actions are routine and taken with impunity. I was genuinely scared for my sons safety on many occasions before the filters on our street and sickened that drivers would be so careless just to save a few seconds on their journey. In all U.K cities the convenience of drivers has been so heavily prioritised for so many decades and the impact this has on everyone else has until recently not been accounted for. A measure like the Brunswick Park filters allows us the freedom to get to school and back without the misery inflicted on us from rat runners shortening their journey. My son has a new bike for Christmas and is so keen to ride it on the road outside our house. I am able to let him now and this is fantastic, however I do have to stand in the road and keep an eye out for motorcyclists as they still speed through the filters frequently despite the ban on them also. The improvements to our life are dramatic and I would say a necessary rebalance in favour of treating places where people live as community spaces and not traffic corridors. I have got to know my neighbours more as a result of the filter too. I am very pleased the council is recommending that the filters stay in place. I hope many more are added across the borough and other measures such as road pricing are introduced as liveable cities are places where cars do not dominate and people can move around the streets in comfort without all the noise, pollution and fear they create. Thank you very much for taking this action!</p>
20	The trial of the Brunswick Park Streetspace changes has been very successful. It has markedly increased active travel in the area and has reduced pollution, danger and noise for local residents. As far as I can see, it has also not significantly increased traffic on the boundary roads.
21	The Brunswick Park Streetspace trial has been a great success and has led to a significant increase in the number of people walking and cycling. The restrictions on motorised traffic should undoubtedly be made permanent.

22	<p>To whom it may be concerned, Having completed a response to the consultation and discussed with numerous neighbours I'm surprised that Southwark are progressing with these traffic modifications. I would like to see the results of the 'extensive monitoring' that has taken place. I note that your statement adds this to the 'outcome of the consultation' so that the factual findings aren't actually reported in your letter of 09 December. I spent a lot of time collecting input from various neighbours on these modifications. To summarise: 1. they are disruptive to local residents and their traffic movements 2. they have increased congestion on surrounding roads and junctions (thanks, great for increasing traffic congestion and pollution) 3. we didn't think of our areas street network as a rat run (it's just not that much quicker to 'cut through'). These roads were already quite enough to be comfortable. 4. Ubers and delivery drivers are constantly going down these streets only to have to perform multiple-point turns when presented with a barrier 5. we are forced to drive longer to enter and leave our neighbourhood, often in completely the wrong direction (I don't own a car, I use Zipcar, but others have commented) 6. we have enough open space, quiet streets and parks for all to move around, relax and play. 7. mopeds (usually food delivery drivers), motorbikes and standing scooters fly through these 'barriers' 8. and lastly: we already have a closed-ended road: Hervey Road off Sansom Street. Since these obstructions have been in place, have been consistently used by motorcycles as a through route. I have been nearly knocked over twice, hit once, and confronted once by mopeds riding through this pedestrianised space. I have written to the council on this but had no response - please look in to this as someone is going to get injured. If you can't control and police this one why are you concerning yourself with more, unpoliced barriers? Having been ignored, I guess I look forward to seeing what's installed for the permanent installations. Please try harder than the rather poor effort that has been there so far. If you are going to do this, these should be properly integrated hardlandscaping features, with raised pedestrian/seating areas, planters that aren't temporary timber boxes that will rot over time - it should also be properly cut off to moving motorised vehicles. Thank you.</p>
23	<p>Dear TMO officer, I wish to confirm that I as a resident in the zone of the above area which the proposals to maintain the measures and make them permanent to the area and to Havil Street are made and are permanent. It has improved the quality of life to the street and its residents. Many Thanks Sent from my iPad</p>
24	<p>Mr Dale Foden, In response to the Statutory Consultation, I write to raise my objection on the grounds that the closures is creating more traffic around the nearby Southampton way road causing more pollution to the residents on Brisbane Street. What is happening is that traffic and pollution has been diverted from one area - Havil Street and Benhill Road to Brisbane Street which is not FAIR. Either you make situations FAIR or you stop completely and find ways of improving the main roads to avoid huge traffic and more pollutions any time there is incidents on the roads causing chockablock and stand still. This situations are occurring due to the road closures around. Thank you Sent from Yahoo Mail for iPad</p>

25	Dear Sir/Madam I support the decision to make the Brunswick Park LTN permanent. I would like to see a network of LTNs across Southwark to extend the benefits of traffic filters to other areas and further encourage walking and cycling within the borough. There now also needs to be a focus on reducing traffic and vehicle emissions on main roads, including improved cycling infrastructure and promotion of cargo bikes to decarbonise last mile deliveries. Yours faithfully
Response from Appyway	
26	I have noticed these changes in terms of road closures in the local area and how it affects not just people. Who live in the area but people who also travel through the area.. these changes have proven to make parking difficult and even getting into your own home. This has caused traffic and In no way helped please explain why these roads are blocked as all this has done is affect my commute to work and our local community . To suddenly wake up one day and see these changes without having a full on discussing with your local community to find out how this effects us is appalling we don't have a choice on this matter And the proposal you have put online not everyone will be able to access this needs to be sent via post . With a more detailed explanation as a paragraph with a brief list of roads is unacceptable.
Response received after deadline	
	I have been impressed with the council's forward thinking on traffic. I live in Benhill Road and have noticed a marked improvement in living conditions in the whole area from Southhampton Way to Peckham Road. People walk more and kids play on bikes in the streets. When summer comes and we are hopefully over the pandemic I hope into see more street parties. We are currently organising one in Benhill Road. What about encouraging residents to organise it for eg the Queens Jubilee? We need to get people to cycle more. What about getting some minor celebrities to promote it? Show people that it really isn't dangerous - and more covid safe (if that is a concern)? Great work and hopefully we will have less pollution and a more active neighbourhood in the future. 'TM02122-030 Brunswick Park Streetspace Kind regards